

# Terms of Armistice Which Were Imposed Upon France by Germany and

## EXTRACTS AND SUMMARIES OF THE GERMAN ARTICLES

**Article 1.** "The French Government directs a cessation of fighting against the German Reich in France as well as in French possessions, colonies, protectorate territories and mandates, as well as on the seas. It directs the immediate laying down of arms of French units already encircled by German troops."

**Article 2.** Provides that French territory north and west of the line shown on the map . . . will be occupied by German troops. Those areas which are to be occupied and which are not yet in control of German troops shall be turned over to them immediately.

**Article 3.** "In the occupied parts of France the German Reich exercises all rights of an occupying Power. The French Government is itself to support with every means the regulations resulting from the exercise of these rights and to carry them out with the aid of the French administration. . . . It is the intention of the German Government to limit the occupation of the west coast, after ending hostilities with England, to the extent absolutely necessary. The French Government is permitted to select the seat of its government in unoccupied territory, or, if it wishes, to move to Paris. In this case, the German Government guarantees the French Government and its central authorities every necessary alleviation so that they will be in a position to conduct the administration of unoccupied territory from Paris."

### Demobilization and Surrender of Material

**Article 4.** "French armed forces on land, on the sea and in the air are to be demobilized and disarmed in a period still to be set. Excepted are only those units which are necessary for maintenance of domestic order. Germany and Italy will fix their strength. The French armed forces in the territory to be occupied by Germany are to be hastily withdrawn into territory not to be occupied, and to be discharged. These troops, before marching out, shall lay down their weapons and materials at the places where they are stationed at the time this Treaty becomes effective."

**Article 5.** Provides that Germany may demand the surrender, in good condition, of all guns, tanks, 'planes, means of conveyance and ammunition of French units which are still resisting and which at the time this agreement becomes effective are in the territory not to be occupied.

**Article 6.** Provides that such of the above war material as are not allocated to French use are to be stored under German or Italian control. The manufacture of new war material in the unoccupied territory is to be stopped.

**Article 7.** Provides that land and coastal fortifications in the occupied territory are to be surrendered to the Germans undamaged, together with the plans of these fortifications.

### Disposal of the French Fleet

**Article 8.** "The French war fleet is to collect in ports to be designated more particularly, and under German and (or) Italian control, there to be demobilized, and laid up—with the exception of those units released to the French Government for protection of French interests in its colonial empire. The peacetime stations of ships should control the designation of ports."

"The German Government solemnly declares to the French Government that it does not intend to use the French war fleet which is in harbours under German control for its purposes in war, with the exception of units necessary for the purposes of guarding the coast and sweeping mines. It further solemnly and expressly declares that it does not intend to bring up any demands respecting the French war fleet at the conclusion of a peace."

"All warships outside France are to be recalled to France, with the exception of that portion of the French war fleet which shall be designated to represent French interests in the colonial empire."

**Article 9.** Provides that the Germans are to be given the exact location of all mines, and that they may require that French forces sweep them away.

**Article 10.** "The French Government will forbid any portions of its remaining armed forces to undertake hostilities against Germany in any manner."

"The French Government also will prevent members of its armed forces from leaving the country and prevent armaments of any sort, including ships, 'planes, etc., being taken to England or any other place abroad."

"The French Government will forbid French citizens to fight against Germany in the service of States with which the German Reich is still at war. French citizens who violate this provision are to be treated by German troops as insurgents."

**Article 11.** Provides that no French merchant shipping may leave port until further notice without the approval of the German and Italian Governments. French merchant vessels will either be recalled by the French Government or instructed to enter neutral ports.

**Article 12.** Provides that no aeroplane flights may be made over French territory without German approval. Airfields in the unoccupied territory shall be placed under German and Italian control.

### Requirements in Occupied Territory

**Article 13.** Obliges the French Government to turn over to German troops in the occupied region all facilities and properties of the French armed forces, in undamaged condition; also harbours, industrial facilities and docks; also transportation and communication facilities. Further, the French Government shall perform all necessary labour to restore these facilities, and will see to it that the necessary technical personnel and rolling stock of the railways be retained in service, also other transportation equipment.

**Article 14.** Prohibits further transmission from all French wireless stations. Resumption of wireless communication from unoccupied France will require special permission.

**Article 15.** Obliges the French Government to convey transit freight between the German Reich and Italy through unoccupied territory.

**Article 16.** "The French Government, in agreement with the responsible German officials, will carry out the return of the population into occupied territory."

**Article 17.** Obliges the French Government to prevent transfers of economic valuables and provisions from the occupied to the non-occupied territory or abroad without German permission. "In that connexion, the German Government will consider the necessities of life of the population in unoccupied territory."

**Article 18.** "The French Government will bear the costs of maintenance of German occupation troops on French soil."

### Prisoners and Prison Camps

**Article 19.** "All German war and civil prisoners in French custody, including those under arrest and convicted, who were seized and sentenced because of acts in favour of the Reich, shall be surrendered immediately to the German troops. The French Government is obliged to surrender upon demand all Germans designated by the German Government in France, as well as in the French possessions, colonies, protectorate territories and mandates. . . ."

**Article 20.** "French troops in German prison camps will remain prisoners of war until conclusion of a peace."

**Article 21.** Makes the French Government responsible for the security of all objects whose surrender is demanded in this agreement, and binds it to make compensation for any damage or removal contrary to the agreement.

**Article 22.** Gives the Armistice Commission, acting in accordance with the direction of the German High Command, authority to regulate and supervise the carrying out of the armistice agreement.

**Article 23.** Provides that this agreement becomes effective as soon as the French Government has also reached an agreement with the Italian Government. Hostilities will cease six hours after the Italian Government has notified the German Government of conclusion of such an agreement.

**Article 24.** "This agreement is valid until conclusion of a peace treaty. The German Government may terminate this agreement at any time with immediate effect if the French Government fails to fulfil the obligations it assumes under the agreement"



# Italy and Signed at Compiègne on June 22 and at Rome on June 24, 1940

## THE ITALIAN ARTICLES SUMMARIZED

**Article 1.** France will cease hostilities in metropolitan territory in French North Africa, in the colonies and in territories under French mandate. France will also cease hostilities in the air and on the sea.

**Article 2.** When the armistice comes into force and for the duration of the armistice the Italian troops will stand on the advanced lines in all theatres of operations.

**Article 3.** In French metropolitan territory, a zone situated between the lines referred to in Article 2 and a line drawn 50 kilometres [30 miles] as the crow flies beyond the Italian lines proper, shall be demilitarized for the duration of the armistice.

### Demilitarization of Frontier Zones

In Tunis the militarized zone between the present Libyan-Tunisian frontier and the line drawn on the attached map shall be demilitarized for the duration of the armistice.

In Algeria and in French African territories south of Algeria which border on Libya a zone 200 kilometres wide [about 120 miles] adjoining the Libyan frontier shall be demilitarized for the duration of the armistice.

For the duration of hostilities between Italy and the British Empire and for the duration of the armistice, the French Somaliland coast shall be entirely demilitarized.

Italy shall have full and constant right to use the port of Jibuti [French Somaliland] with all its equipment, together with the French section of the Jibuti-Addis Ababa railway, for all kinds of transport.

**Article 4.** The zones to be demilitarized shall be evacuated by French troops within 10 days after the cessation of hostilities except only for the personnel strictly necessary for the supervision and maintenance of fortification works, barracks, arms depots and military buildings, and the troops required to maintain order in the interior as shall be determined later by the Italian Armistice Commission.

**Article 5.** Under full reserve of right mentioned in Article 10 which follows, all arms, supplies and ammunition in the zones to be demilitarized in French metropolitan territory and territory adjoining Libya, together with the arms surrendered to the troops effecting the evacuation of the territories concerned, must be removed within 15 days.

### Fortifications to be Dismantled

Fixed armaments in fortification works and the accompanying ammunition must, in the period, be rendered useless.

In the coastal territory of French Somaliland all movable arms and ammunition, together with those to be given up to the troops effecting the evacuation of the territory, shall be laid down within 15 days in places to be indicated by the Italian Armistice Commission.

In the case of fixed armaments and ammunition in fortification works in the above territory the same procedure shall be followed as for French metropolitan territory and territory adjoining Libya.

**Article 6.** Declares that so long as hostilities continue between Italy and the British Empire, the maritime military fortified areas and naval bases of Toulon, Bizerta, Ajaccio and Orano shall be demilitarized until the cessation of hostilities against the above-named Empire.

**Articles 7 and 8.** Concerns the procedure of demilitarizing the maritime military fortified areas and naval bases.

**Article 9.** Prescribes that all armed land, sea and air forces in Metropolitan France shall be demobilized and disarmed within a specified period to be fixed later, except such formations as are necessary to maintain internal order. The strength and armament of such formations will be determined by Italy and Germany.

**Article 10.** Declares that Italy reserves the right, as a guarantee of the execution of the Armistice Convention, to demand the surrender in whole or in part of the collective arms of the infantry and artillery, armoured cars, tanks, motor vehicles and horse vehicles, together with ammunition belonging to units who have been engaged or have been facing Italian forces.

These arms and materials must be surrendered in the state in which they are at the time of the armistice.

**Article 11.** Concerned with Italian or German control of arms, munitions and war materials in non-occupied French territories and the immediate cessation of the production of war material in the same territories.

**Article 12.** Prescribes that units of the French Fleet shall be concentrated in ports to be indicated and demobilized and disarmed under the control of Italy and Germany, except for such units as the Italian and German Governments shall agree upon for the safeguard of French colonial territories.

All warships not in French metropolitan waters except those which shall be recognized as necessary to safeguard French colonial interests shall be brought back to metropolitan ports.

The Italian Government declares that it does not intend to use, in the present war, units of the French Fleet placed under its control and that on the conclusion of peace it does not intend to lay claim to the French Fleet.

For the duration of the armistice the Italian Government may ask French ships to sweep mines.

**Article 13.** Provides that the French authorities shall render harmless within 10 days all mines in the maritime military areas and naval bases which are to be demilitarized.

**Article 14.** Declares that the French Government, in addition to the obligation not to carry on hostilities in any form anywhere against Italy, undertakes to prevent members of its armed forces and French citizens generally from leaving national territory to take part in hostilities against Italy.

### Ships to Stay in Port

**Article 15.** Prescribes that the French Government shall undertake to prevent warships, aeroplanes, arms, war material and munitions of every kind belonging to France, or in French territory or in territories controlled by France, from being sent to territories belonging to the British Empire or to other foreign States.

**Article 16.** Forbids all French merchant ships to leave port until such time as the German and Italian Governments permit a partial or total resumption of French commercial maritime activities.

French cargo boats not in French ports or in ports under French control at the time of the armistice shall be either recalled to such ports or directed to neutral ports.

**Article 17.** Concerns the restoration of Italian cargo boats together with their cargoes as well as Italian merchandise or merchandise consigned to Italy which has been seized from non-Italian ships.

**Article 18.** Bans the departure of any aeroplane from French territory or territories under French control and places under Italian or German control all air ports together with their equipment in the same territories.

### Control of Wireless Transmission

**Article 19.** States that, until the Italian and German Governments shall have decided otherwise, all wireless transmission from French metropolitan territory generally is prohibited.

**Article 20.** Lays down that goods shall be freely transported between Germany and Italy through non-occupied French territories.

**Article 21.** Declares that all Italian prisoners of war and Italian civilians who have been interned, or arrested and sentenced for political reasons, crimes, or on account of the war, shall be handed over to the Italian Government.

**Article 22.** Provides that the French Government shall guarantee the good preservation of all material that it has or may have to deliver up under the terms of the Armistice.

**Articles 23 and 24.** Concern the Italian Armistice Commission entrusted with the execution of the Convention and French delegation to act as liaison between the Government and French authorities and the Commission itself.

**Article 25.** Concerns the procedure for the enforcement of the armistice.

**Article 26.** Lays down that the Convention shall remain in force until the conclusion of a peace treaty, but may be denounced by Italy at any time in the event of the French Government not fulfilling its undertakings.

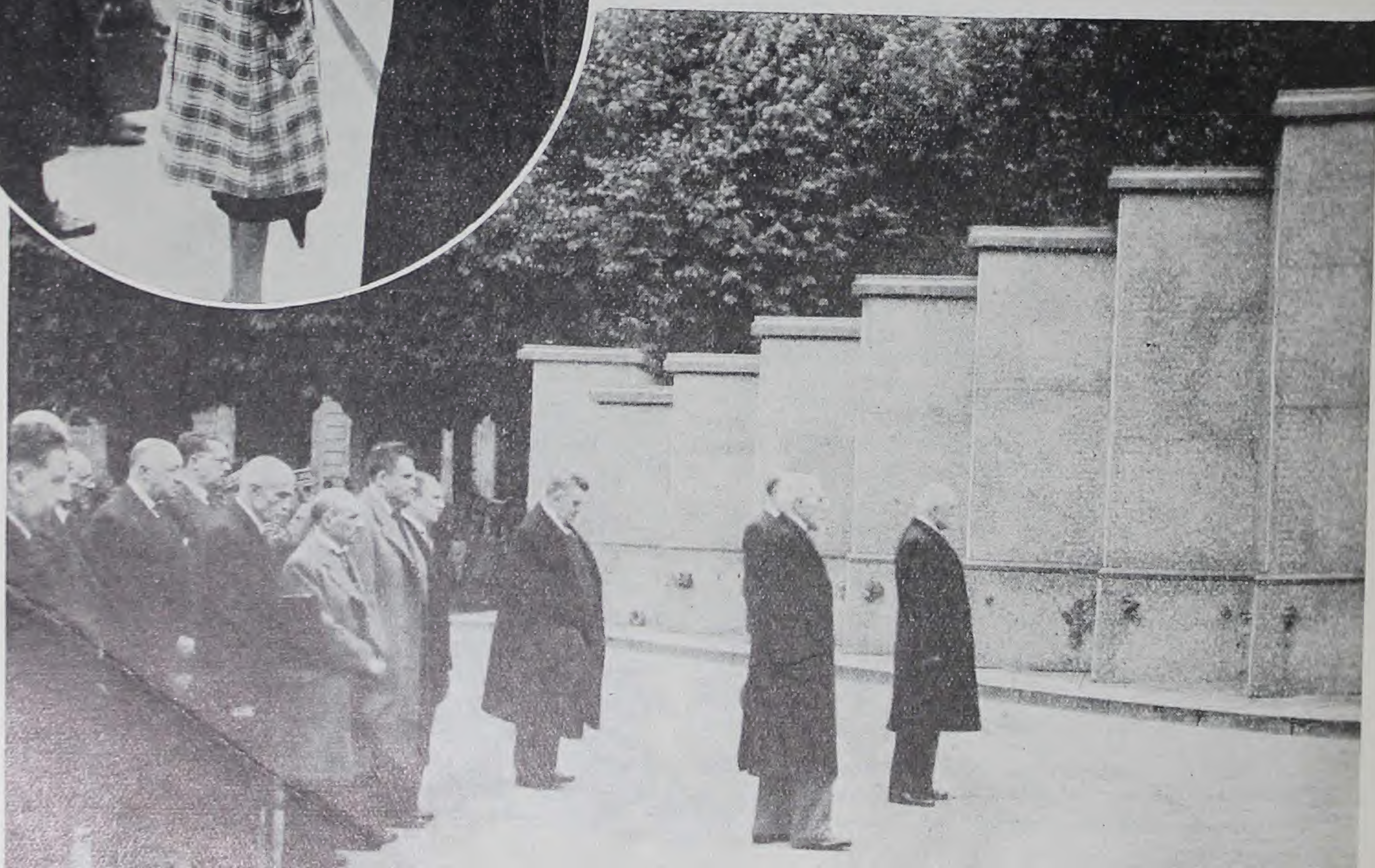




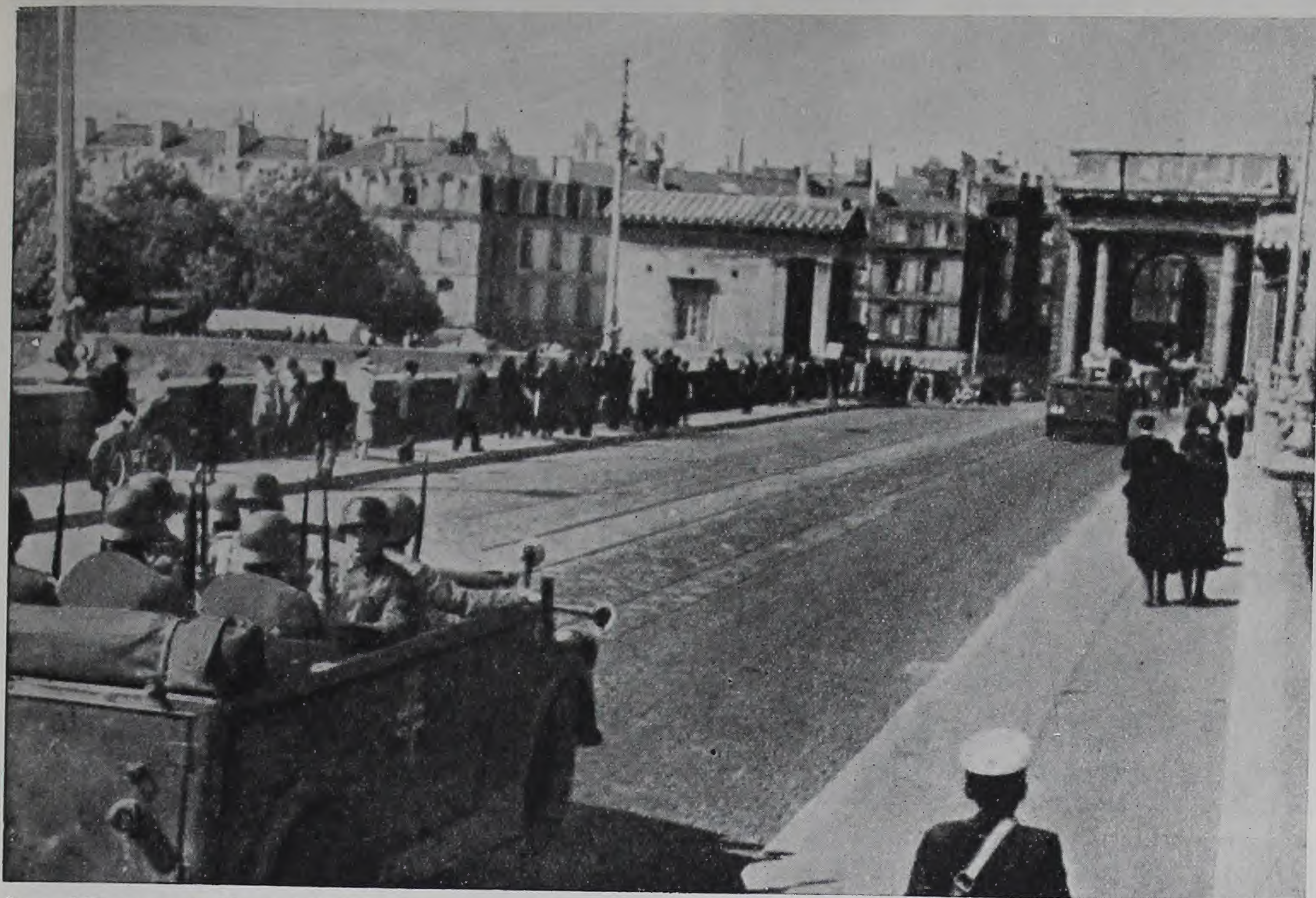
### DARK HOURS OF FRANCE'S DESTINY

After France had accepted the armistice terms imposed upon her by Germany in June, 1940, a memorial service to the French dead was held in the Cathedral at Bordeaux, which M. Lebrun, the French President, is seen leaving (above). Then the members of the Government observed a two-minute silence in front of the Bordeaux 1914-18 war memorial as shown below. In front stands Marshal Pétain. Left, Frenchwomen weep in sorrowful memory of their dead.

*Photos, Keystone*







General Roatta. At Marshal Badoglio's request General Roatta read out the armistice conditions, which were duly noted by General Huntziger. Then, returning to the Villa Manzoni, the French delegates discussed the terms between themselves and also over the telephone with their colleagues at Bordeaux. The next day, June 24, the discussions were resumed at the Villa Incisa, and there, at 7.15 p.m., the Franco-Italian Armistice was signed by General Huntziger (for France) and Marshal Badoglio (for Italy).

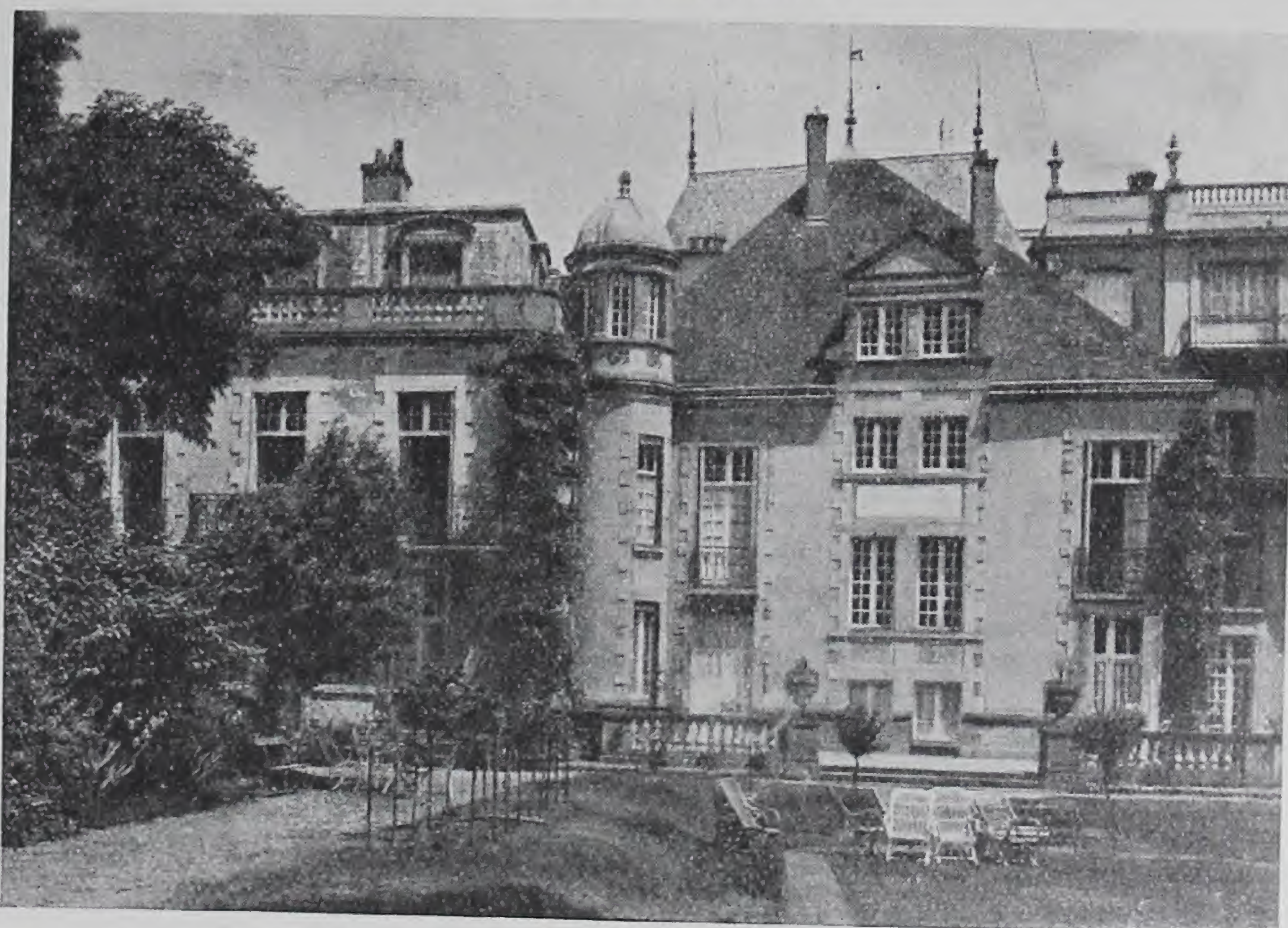
The armistice terms are printed in page 1019. Shortly afterwards Rome broadcast the statement that "the Italian Government have notified the French Government that the signing of the armistice convention between Italy and France was communicated to the German Government this afternoon at 7.35 p.m., Italian Summer Time. As a consequence, hostilities between Italy and France will cease at 1.35 a.m., Italian Summer Time, tomorrow morning, June 25, 1940, year XVIII of the Fascist Era."

At 9 o'clock the same evening a special communiqué was issued in Berlin. "Today, Monday, June 24, at 7.15 p.m., the Treaty of Armistice was signed between Italy and France. The Reich Government were informed at

#### WHERE THE FRENCH GOVERNMENT TOOK REFUGE

Nazi troops entered Bordeaux, which had been for a few days the seat of the French Government, on June 27-28, 1940. Above, some of them are seen crossing a bridge over the Garonne. After the conclusion of the armistice with Germany the Pétain Government set up its headquarters at the Pavillon de Sévigne, Vichy (below), in the unoccupied portion of France.

*Photos, Wide World ; E.N.A.*



7.35. The Treaty of Armistice between Germany and France has therefore entered into force. The Commander-in-Chief of the Armed Forces has

ordered the cessation of hostilities against France at 1.35 a.m. on June 25. The war in the West is therefore ended."





#### IN THE INDUSTRIAL 'FRONT LINE'

One of the first achievements of the Churchill Government was the launching of a great drive to speed up the output of war material. Here are scenes typical of this sustained and successful effort. 1, stacking a small part of one day's output of anti-aircraft shells ; 2, mechanics fitting the track on a cruiser tank ; 3, aircraft workers fixing the tail on to a Spitfire ; 4, a propeller shaft being mounted on a new British merchant ship on the stocks.

*Photos from the Ministry of Information film : "Behind the Guns"*



# THE HOME FRONT: WAR EFFORT INTENSIFIES UNDER MR. CHURCHILL'S GOVERNMENT

*Repercussions of the Norwegian Set-back—Invasion of the Low Countries—Chamberlain Resigns and Churchill Forms a Government—New Men for New Measures—The Home Guard—Speed-up in Armaments and Munitions—New Government's Mastery of the Situation—Emergency Powers (Defence) Act—Problems of War Finance—The Aliens Question—Treachery Bill*

THE storm that had been gathering on the Home Front for six months broke at the beginning of May, 1940. Press criticism had been constant and anxious; it had long been apparent that the directors of British war policy, military, political, diplomatic and economic, had failed to secure a firm grip of the situation or to concentrate the fullest energies of the people and the armed forces on the task of winning the war. The cry of "appeasement" was still heard in many quarters, and the elimination of incompetence and slow-wittedness was constantly—and with reason—demanded by public and press. To this clamour Mr. Neville Chamberlain's Government remained obstinately deaf. Speech after speech demonstrated the determination of its ministers to do little effective to increase effort or intensify activity. Popular discontent grew apace.

A final demonstration of "lack of grip" was provided by the Government's attitude towards, and action to counter, Hitler's invasion of Norway. From the

**Evacuation of Norway** beginning things went ill with the mixed Allied expeditionary force, and the climax came with the decision to evacuate Norway and leave its inhabitants to the mercy of the invaders. A full dress debate on this subject was demanded in the House of Commons, and it opened on May 7. It was evident that Mr. Chamberlain was disturbed but not contrite, and when Opposition speakers—and not a few of his own Party—pointed out the full meaning of the calamity, showed how unprepared and ill-equipped the expedition had been, and "demanded heads," he was unable to produce any convincing refutation of their claims. Perhaps the most bitter attack was made by Mr. L. S. Amery, a Conservative, who quoted at the conclusion of his telling speech the words of Cromwell: "You have sat too long here for any good you are doing. Depart, I say, and let us have done with you. In the name of God, go." When a division was challenged Mr. Chamberlain made a tactical error of the first magnitude. "I have friends in the House," he said. "At least we shall see who is

with us and who is against us. I call upon my friends to support us in the lobby tonight." By thus introducing the element of Party into what had been a free debate, the Prime Minister sealed his doom. Resenting his attitude, a number of prominent Conservatives voted against the Government, and, although in the division the Government gained a majority of 81 (281 votes against 200), it was very evident that



**NATION'S NEW LEADER**

Following severe criticism of the Government on May 7-8, 1940, Mr. Neville Chamberlain resigned the office of Premier and was succeeded by Mr. Winston Churchill, seen above leaving No. 10, Downing Street.

some radical reconstruction of the Front Bench would have to take place. Among the thirty-three Conservatives who voted against the Government were Mr. Amery, Mr. Boothby, Mr. Duff Cooper, Mr. Richard Law (son of Bonar Law), and Mr. Harold Macmillan (who had earlier distinguished himself by exposing the hollowness of Mr. Chamberlain's pretence at helping the Finns), and two important Service experts in Brig.-Gen. Spears and Sir Roger Keyes. Mr. Harold Nicolson (Nat. Lab.) was another opponent. These names have been detailed with a purpose: in the new Government that was to be formed all of those mentioned, with the exception of Gen. Spears and Sir Roger Keyes, were given office.

The debate ended on May 8. On May 10, in the morning, the Labour Party's Parliamentary Executive Committee issued a statement of Labour's readiness to take part in "a new Government, under a new Prime Minister." At dawn of the same day Hitler had invaded Luxembourg, Holland and Belgium. At 6 p.m. Mr. Chamberlain handed his resignation to the King, who immediately called upon Mr. Winston Churchill, then First Lord of the Admiralty, to form a new Government. That evening at 9 p.m. Mr. Chamberlain broadcast to the nation the news of his resignation and urged full support for Mr. Churchill; later that night the appointment of a War Cabinet of five was announced. This comprised the Prime Minister, Mr. Churchill; Mr. Chamberlain (Lord President of the Council); Mr. C. R. Attlee, leader of the Labour Party (Lord Privy Seal); Lord Halifax, who retained the Foreign Secretaryship; and Mr. Greenwood, Labour's deputy-leader (Minister without Portfolio). New appointments to the defence departments were also announced: Mr. Anthony Eden became Minister for War; Mr. A. V. Alexander (Labour), First Lord of the Admiralty; and Sir Archibald Sinclair (Liberal leader), Secretary for Air.

The remainder of the Cabinet appointments were announced during the next few days. Sir John Simon became





#### AIR MINISTER

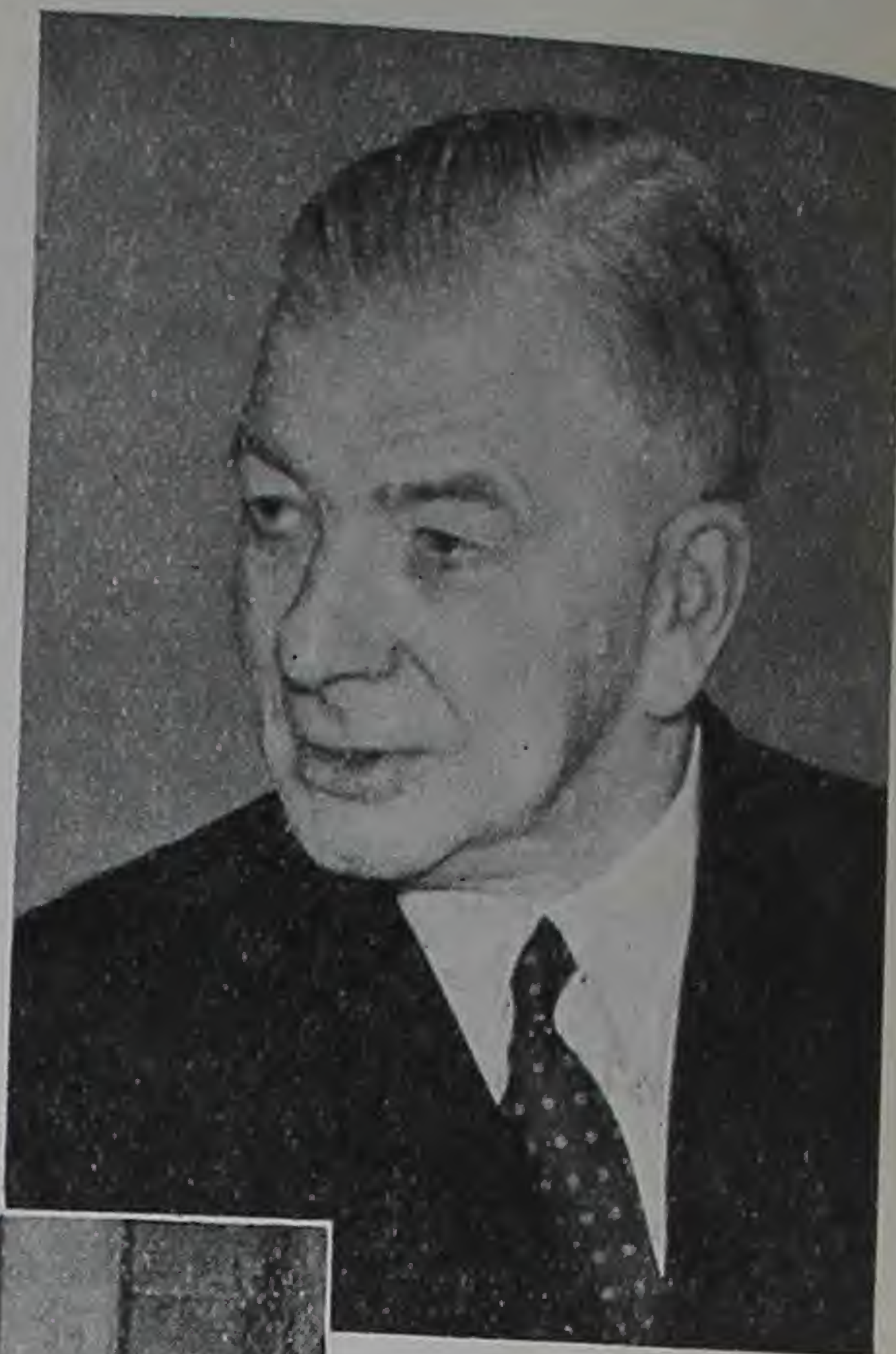
The Rt. Hon. Sir Archibald Sinclair was appointed Minister of Air in May, 1940. He had been chosen leader of the Liberals in the House of Commons in 1935.

*Photo, P.N.A.*

Lord Chancellor with a Viscounty, his place as Chancellor of the Exchequer being taken by Sir Kingsley Wood. Other important appointments included Mr. Herbert Morrison (Labour) as Minister of Supply; Mr. Duff Cooper as Minister

of Information; Mr. L. S. Amery as Secretary for India; Mr. Ernest Bevin (chief of the T.U.C.) as Minister of Labour; and Lord Beaverbrook as Minister of Aircraft Production. Morrison, Bevin and Beaverbrook were destined to be the "key" men in the new drive for greater war production, and to infuse an entirely new spirit into the workers.

Overtopping all was the impressive figure of Mr. Churchill, the only man capable of redeeming the nation from the state of doubt and depression into which it had to all appearance nearly fallen. With these leaders the war on the Home Front entered a new phase, coinciding with the opening up of the military front by Germany's



#### FIRST LORD

The Rt. Hon. Albert V. Alexander was appointed First Lord of the Admiralty in May, 1940. He had held similar office from 1929 to 1931.

*Photo, Planet News*

nation's effort altered. An intense speeding up of war production in the factories was equalled by brilliant improvisation in the realm of home defence against invasion and against tactics (e.g. the use of parachute troops) which had gone far to give success to



#### WAR OFFICE CHIEFS

General Sir John Dill, left, was appointed Chief of the Imperial General Staff in May, 1940. He is seen accompanying Mr. Anthony Eden, who became Secretary of State for War in Mr. Churchill's Cabinet.

*Photo, Planet News*

attack on the Low Countries. The keynote and slogan of the new Government was provided by the Minister of Supply, who coined the phrase that rang round the country: "Go to it!" Mr. Churchill's immortal oratory provided a grimmer slogan. "I would say to the House," he said at the next meeting of Parliament on May 13, "as I said to those who have joined this Government: 'I have nothing to offer but blood, toil, tears and sweat.'" Joyously and grimly the nation and the Government adopted these two dicta as the mottoes of the time. England had awakened at last.

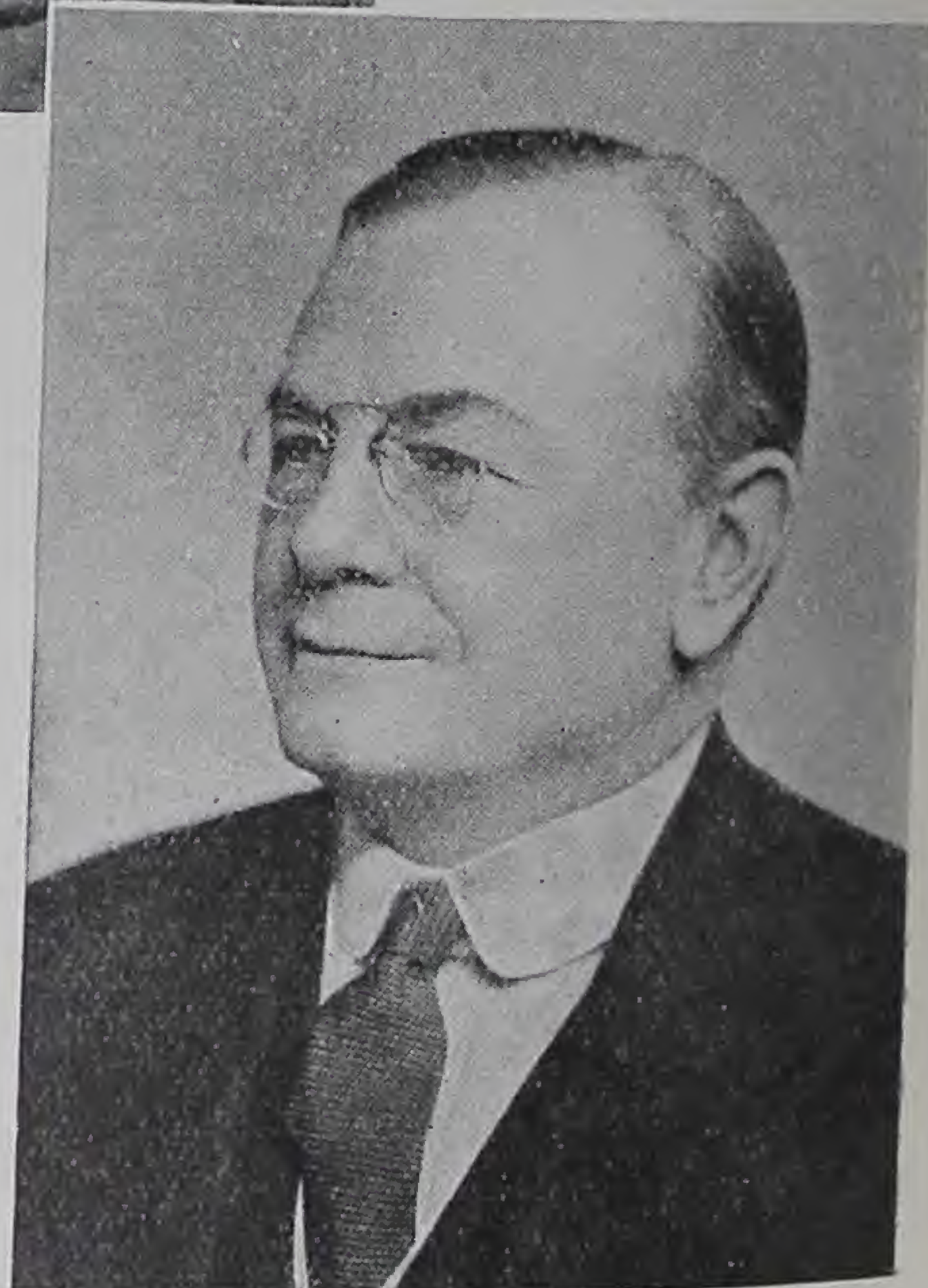
Nine months of tardiness had to be made up. At once the whole pitch of the



#### MINISTER OF INFORMATION

The Rt. Hon. A. Duff Cooper was appointed Minister of Information in 1940. He served in the war of 1914-18, winning the D.S.O.

*Photo, Vandylé*



#### INDIAN SECRETARY

The Rt. Hon. L. S. Amery was appointed Secretary of State for India in May, 1940. He was Secretary for Dominion Affairs, 1925-29.

*Photo, Lafayette*



the Germans in Holland. Britain at bay was a wonderful sight.

Within a week of the formation of the new Government all potentially dangerous aliens were interned, a new Treachery Bill was introduced, and the formation of the "Local Defence Volunteers" (a little later re-named "Home Guard") was announced. The last, Britain's reply to threats of invasion by air and sea, was to include men between 17 and 65 not otherwise engaged in military service, who were invited to volunteer for armed service in their own home districts. Almost before Mr. Eden had ended his broadcast announcement of the formation of the L.D.V. thousands of men were besieging the recruiting offices. Within a day a quarter of a million applications had been received—eloquent testimony to the new spirit of the country. This spirit was well summarized by Mr. Churchill in his first broadcast to the nation as Prime Minister, on May 19, when, as his conclusion, he quoted: "Arm yourselves, and be ye men of valour, and be in readiness for the conflict, for it is better for us to perish in battle than to look on the outrage of our nation and our altars." In the next few months Mr. Churchill's national broadcasts became beacon-lights to the people. In moments of over-confidence he applied the sober note of judgement; in days of depression he gave confidence and hope. The nation will never know how much it owed to the Prime Minister in its darkest hours. To chronicle in detail the events of



#### MINISTER OF SUPPLY

One of the most popular appointments to Mr. Churchill's Cabinet was that of Mr. Herbert Morrison as Minister of Supply. He is here seen standing by his poster which urged the workers to the utmost war speed.

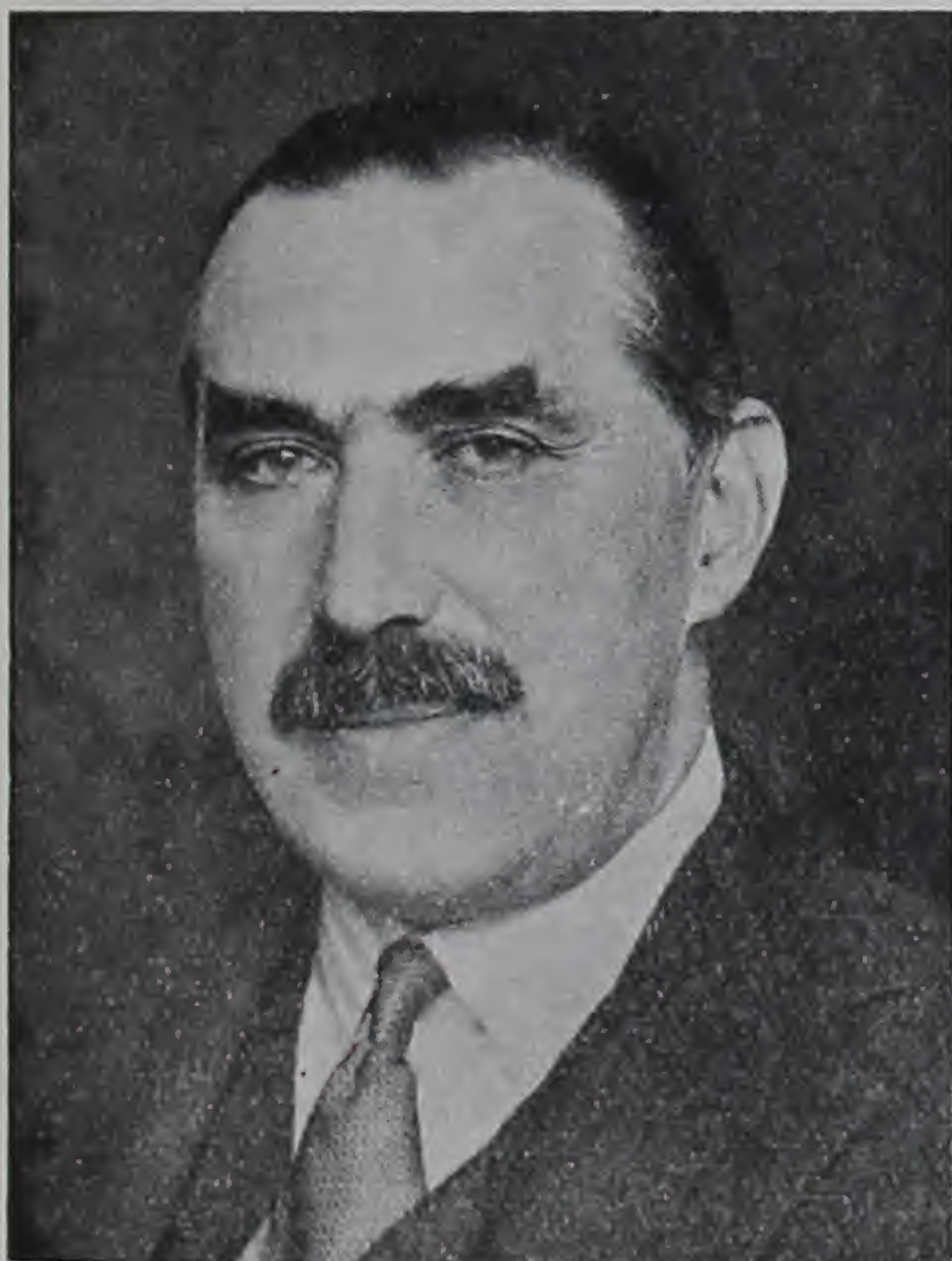
*Photo, "Daily Mirror"*

the period as they affected the enormous increase of war effort and production in the factories would require volumes. Great sacrifices were borne by workers and employers alike. Mr. Bevin's titanic figure became a symbol of the unshakable confidence of the Government in the common people, and of the trust of the people in the Government. Unemployment decreased, new training centres for potential arms workers were opened, transference of labour to parts of the country where it was lacking was undertaken on a large scale, difficulties of Trade Union regulations were overcome, and an entirely new drive and urgency were infused into the factories by the forcefulness of his personality. Similarly, Lord Beaverbrook, at the new Ministry of Aircraft Production, used his energy and tact to multiply output without sacrificing quality or efficiency. Lord Nuffield, who had till now stood outside the arena, was brought into it by Lord Beaverbrook's own efforts, and the Nuffield Aircraft Factory and Vickers Supermarine organization were amalgamated under one control. "24 hours a day" was the order for aircraft workers. They "went to it" with a will.

As the situation worsened on the Continental battlefield, so it improved on the Home Front. It was a race against time. With the collapse of Gamelin and the appointment of Weygand in his place, Britain began to

perceive that she might be left alone and without effective allies to combat the strongest power in Europe. But as every day brought worse news from France and Flanders, so it brought better news from the factories. "More shells—more tanks—more guns," said Mr. Herbert Morrison, broadcasting an appeal for "work at war speed" on May 22. "Here is our assurance of victory—but we must create it." Mr. Bevin's Labour Supply Board, formed on May 27, was soon at work, with its area committees finding the skilled labour which the war factories were demanding. Mr. Morrison's impetus to the salvage campaign produced an immediate increase in results: the value of waste material salvaged had risen from £336,000 per annum at the beginning of the campaign to £1,380,000 per annum by the end of May. Mr. R. H. Hudson, at the Ministry of Agriculture, introduced far-reaching reforms that demonstrated in this sphere the general forcefulness and "grip" of the new men in power. Lord Woolton, the new Minister of Food, brought fresh ideas and stimulation to an essential department that had progressed haltingly under his predecessor, Mr. W. S. Morrison. The Savings Campaign went on at a satisfactory speed under Sir Robert Kindersley.

Every day brought new evidence of the Government's mastery of the situation. No longer did the nation feel that it was being allowed to slide towards defeat. Even the curtailment of



#### PREACHER OF THRIFT

Sir Robert Kindersley, President of the National Savings Committee, led Britain's War Savings Campaign. He had served on the Dawes Committee in 1924, and was also a Director of the Bank of England



#### TO SPEED THE PLOUGH

The Rt. Hon. Robert Hudson was appointed Minister of Agriculture in May, 1940. Unionist Member for Southport, Mr. Hudson had held high posts in the Civil Service and was at one time Minister of Pensions.

*Photo, Fox*





### BEAVERBROOK GETS GOING

Lord Beaverbrook was appointed Minister for Aircraft Production in Mr. Churchill's Cabinet in May, 1940. He at once got to work with characteristic drive, and his urgent appeal to aircraft workers to give up their Sunday rest met with ready response. Above, workers on a Sunday shift are seen outside a Lancashire factory.

*Photos, "Daily Mirror"; Criterion Press*



Leader of the House and passed through all its stages on May 22. In effect, the Act gave the Government power to take complete control of all persons and property in the country; it was the most far-reaching and, in a sense, "unconstitutional" act of a markedly unconventional Government.

But, far from crying out against this theoretical loss of their liberties, far from seeing in it the hand of tyranny, the people welcomed the Act with the greatest possible warmth. It was the final test both of the nation's character and of the unbounded confidence enjoyed by the Government. In the Commons there was hardly a word said against the Act; it was read a second time without a division, passed through Committee without amendment, read a third time, passed in all its stages by the House of Lords, and received the Royal assent—all in one day. Thus did Britain give herself to war.

While this sudden bound in production and expenditure was taking place, the financial problems of the war were being tackled by the Treasury in a confident, if less unconventional, way. The new issues of loans and bonds

enumerated in a previous Chapter proceeded satisfactorily, and the commandeering of privately owned American securities and their realization to pay for our enormous purchases in the United States were intensified. The Excess Profits Tax was raised to 100 per cent. The rising cost of living was followed by some wage-increases, a sign of inflation which no attempt was made to prevent; but it also brought about a decline in private consumption—essential if the financial structure of the State was to remain firm. Rationing became more strict; the sugar ration was reduced from 12 oz. to 8 oz. on May 27, the butter ration from 8 oz. to 4 oz. on June 3, and the bacon ration from 8 oz. to 4 oz. on June 10.

Regulations were introduced to curb profiteering; on June 10 a list of articles, including clothing, hardware, and household goods of all kinds from perambulators to matches, was published as having become controlled in price. A further effort to prevent inflation was made in the Limitation of Dividends Bill, but this provoked so much criticism that it was dropped.

individual liberties was accepted as a symbol of the growing strength of the country. For months the people had been longing for action. Now that it was being taken, and forced upon them, they were for the first time content.

As witness to this popular feeling there can be instanced the reception accorded to an Act of Parliament which virtually placed the country on a totalitarian basis. This was the Emergency Powers (Defence) Act, 1940, introduced by Mr. Attlee as Deputy-





### HOME GUARD IN TRAINING

To meet the threat of invasion a new force for Home Defence was created in May, 1940. Known at first as the Local Defence Volunteers and later as the Home Guard, it was made up of volunteers between the ages of 17 and 65. Our photographs show : above, some of Chipping Campden's Home Guard ; right, L.C.C. park-keepers in training ; below left, one of the first uniformed volunteers on duty ; below right, Home Guards at Bisley.

Photos, "Daily Mirror"; "News Chronicle"; Fox; L.N.A.





The "conscription of wealth," demanded when conscription of man power was introduced, did not take place. There was no capital levy, for the Government seemed convinced that the country must live out of income and not encroach on capital beyond what was absolutely necessary. Some realization of the effect of rising prices on poor persons with fixed incomes was shown, and pensions of all kinds were increased during June, the Old Age Pension, for example, being increased from 10s. to 19s. 6d. for certain classes of pensioners.

But there was little sign of any drastic financial policy to equal in effect the vigorous new drive in war

#### Financing the War Effort

production. True, both imports and exports showed an increase in the figures published during the month of June, but the exports, although at the highest level since July, 1930, were still insufficient to pay for the war material bought from abroad. For instance, it was announced on May 21 that the Allied purchasing commission in

America were preparing to spend sixteen thousand million dollars for war materials in that country, in addition to the one thousand million dollars already spent! The general appearance of the financial situation was, in fact, the least exhilarating of all the aspects of the war. The appointment of Sir Kingsley Wood as Chancellor of the Exchequer was much criticized, and it was generally felt that an entirely new and unorthodox approach to the problem was required.

The conventional methods of dealing with national finance, however, prevailed. They comprised limitations and restrictions on the consumption of certain luxury or semi-necessary goods, on the one hand, with small financial grants to those particularly hard pressed by war conditions on the other. Thus, in addition to the increase in old age and other pensions, there were to be small grants, varying from £10 to £50, to persons with incomes less than £400 per annum whose houses and possessions were damaged by "war activities." The Treasury was attempting, in other words, to carry on the

financing of the war on "business as usual" lines, and showed a startling lack of imagination in its work.

A further issue of securities was made on June 21; these were  $2\frac{1}{2}$  per cent National War Bonds, to an unlimited amount. Though launched with optimism, the new bonds, which were to be repayable on July 1, 1947, met with a disappointing reception. Those with small savings were satisfied with the same rate of interest ( $2\frac{1}{2}$  per cent) on their Post Office Savings Bank accounts, while to the larger investor this was to be a "three per cent war." The Chancellor's appeal on June 19 for interest-free loans met with a better response, but it was generally believed that a more comprehensive and forceful financial programme was required if inflation were to be avoided.

#### New War Bonds

Newspaper criticism was not restricted to the financial question. The firm measures which had taken the country by storm when disaster threatened were found to be mixed blessings a month later. With the evacuation of Dunkirk accomplished and our Army for the most part safe, there was time to examine more closely some of the Acts that had been rushed through Parliament in the dark days of May. Most prominent among criticized actions was the wholesale internment of aliens

### DISCUSSING PROBLEMS OF SUPPLY

A new Labour Supply Board was set up by Mr. Churchill's Government in May, 1940, to mobilize the nation's man-power behind the industrial war effort. This photograph, taken at the Board's first meeting, shows, from left to right, Sir Thomas Phillips, Maj.-Gen. K. C. Appleyard, Mr. F. W. Leggett, the Rt. Hon. Ernest Bevin (Chairman), Mr. R. Coppock, Mr. A. P. Young, Mr. R. Assheton, and, standing on right, Mr. F. N. Tribe.

*Photo, Central Press*







### ROUNDING UP ENEMY ALIENS

When it became known how great a part 'fifth column' treachery had played in facilitating Hitler's success in the Low Countries, large numbers of aliens still at liberty in Britain were interned. Enemy aliens are here seen passing through a Northern town on their way to an internment camp.

*Photo, Keystone*

that had been so widely urged in early May, when, with the example of Holland before them, the British people had for the first time taken fright at the spectre of "fifth column" activities. On calmer consideration it was now realized that thousands of anti-Nazi German and Austrian refugees, as well as smaller numbers of harmless nationals of our Allies—Czechs, Norwegians, Dutch and French—had been hastily clapped into internment camps. Efforts to get wrongfully interned aliens released were, however, in vain. Distinguished authors and scientists—and, even more in numbers, harmless persecuted citizens of no particular fame—languished in camps where the conditions, it was revealed, were far from good. From widespread criticism of their sufferings there grew a strong public outcry, which led still further to a reconsideration of the whole war aims of Britain.

If Britain was indeed fighting for the freedom of others, how could she justify her action in interning—and in such conditions—men who were her spiritual allies? Such was the fundamental question posed by the popular press day after day, morning, noon and night; and

soon it was echoed by all the more enlightened newspapers. A spiritual unease was apparent in the Home Front, and for once the hold which the Government had on the confidence and affection of the electorate was weakened. So much progress on material lines—so

many more aeroplanes, shells and guns—so many less unemployed; yet, on the other side of the medal, so much ignorance, racial prejudice, confused thinking, and bureaucratic somnolence.

The exhilaration of May began to evaporate in the afterthoughts of June.

The downfall of France—due to treachery and treachery only—was a warning against overconfidence. An intensification of the "fifth column" hunt took place, directed this time not against Jews and Socialists who had fled to England from Hitler's terror, but against the enemy within the gates. Sir Oswald Mosley, "fuehrer" of the British Union of Fascists, and Captain A. H. Ramsay, M.P., whose activities had for some time been suspect, were arrested. Strict regulations forbade the exportation of such Communist publications as "The Daily Worker," "The Week," and "Russia To-day." The Treachery Bill made its appearance once more.

Thus the end of June saw a recrudescence of the suspicion and criticism prevalent during the first four months of 1940, which had only been dispelled by the resignation of Mr. Chamberlain and the accession of Mr. Churchill. How this cloud in turn was dispelled is told in a later Chapter.



### SCRAP FROM ROYAL PARKS

A great drive was made to secure all available scrap iron for the munitions industry, and above railings are being collected from St. James's Park, London. Railings from all the Royal Parks were devoted to this purpose.

*Photo, Fox*



## 'CONQUER WE MUST—CONQUER WE SHALL'

Mr. Churchill gave his first broadcast as head of the Government on May 19, 1940, at a moment when Germany, having overrun Holland and Belgium, was pouring her massed mechanized armies into France through a break in the Allied lines. The gravity of the situation found the Prime Minister as courageous and clear-sighted as ever, an inspiration and a goad to the people from whom he asked "the last ounce and the last inch of effort."

**I** SPEAK to you for the first time as Prime Minister in a solemn hour for the life of our country, of our Empire, of our Allies, and, above all, of the cause of freedom. A tremendous battle is raging in France and Flanders. The Germans, by a remarkable combination of air bombing and heavily armoured tanks, have broken through the French defence north of the Maginot Line, and strong columns of their armoured vehicles are ravaging the open country, which for the first day or two was without defenders. They have penetrated deeply and spread alarm and confusion in their track. Behind them are now pouring infantry in lorries, and behind them again large masses are moving forward. Regroupment of the French armies, to make head against and to strike at this intruding wedge, has been proceeding for several days, largely assisted by the magnificent efforts of the Royal Air Force.

We must not allow ourselves to be intimidated by the presence of these vehicles in unexpected places behind our lines. If they are behind our front, the French are also at many points fighting actively behind theirs.

If the French army and our own are well handled, as I believe they will be, if the French retain their genius for recovery and counter-attack, for which they have so long been famous, and if the British Army shows the dogged endurance and solid fighting powers of which there have been so many examples in the past, then a sudden transformation of the scene might spring into being.

It would be foolish, however, to disguise the gravity of the hour. It would be still more foolish to lose heart and courage or to suppose that well-trained, well-equipped armies numbering three or four millions of men can be overcome in the space of a few weeks, or even months, by a scoop or raid by mechanized vehicles, however formidable.

We may look with confidence to the stabilization of the front in France and to the general engagement of the masses which will enable the qualities of French and British soldiers to be matched squarely against those of their adversaries.

### Order of the Day : Furious Unrelenting Assault

**F**OR myself I have invincible confidence in the French Army and its leaders. Only a very small part of that splendid Army has yet been heavily engaged, and only a very small part of France has yet been invaded. There is good evidence to show that practically the whole of the mechanized and specialized forces of the enemy have already been thrown into the battle, and we know that very heavy losses have been inflicted on them.

No officer or man, no brigade or division which grapples at close quarters with the enemy, wherever encountered, can fail to make a worthy contribution to the general results. The armies must cast away the idea of resisting attack behind concrete lines or natural obstacles, and must realize that mastery can only be regained by furious unrelenting assault. And this spirit must not only animate the High Command, but must inspire every fighting man.

In the air, often at serious odds, even at odds hitherto thought overwhelming, we have been clawing down three or four to one of our enemies, and the relative balance of the British and German air forces is now considerably more favourable to us than at the beginning of the battle.

In cutting down the German bombers we are fighting our own battle, as well as that of France. My confidence in our ability to fight it out to the finish with the German air force has been strengthened by the fierce encounters which have taken place and are taking place. At the same time our heavy bombers are striking nightly at the tap root of German mechanized power, and have already inflicted serious damage on the oil refineries on which the Nazi effort to dominate the world directly depends.

We must expect that as soon as stability is reached on the Western Front the bulk of that hideous apparatus of aggression which dashed Holland into ruins and slavery in a few days will be turned on us. I am sure I speak for all when I say we are ready to face it, to endure it, and to retaliate against it to any extent that the unwritten laws of war permit.

There will be many men and women in this island who, when the ordeal comes on them, as come it will, will feel a comfort, and even a pride, that they are sharing the peril of our lads at the front—soldiers, sailors and airmen, God bless them—and are drawing away from them a part at least of the onslaught they have to bear.

Is not this the appointed time for all to make the utmost exertions in their power? If the battle is to be won, we must provide our men with ever-increasing quantities of the weapons and the ammunition they need. We must have, and we must have quickly, more tanks, more aeroplanes, more shells, and more guns. There is an imperious need for these vital munitions. They increase our strength against the powerfully armed enemy; they replace the wastage of the obstinate struggle; and the knowledge that wastage will speedily be replaced enables us to draw more readily on our reserves and throw them in now when everything means so much.

### Battle of Britain That Lies Ahead

**O**UR task is not only to win the battle but to win the war. After this battle in France abates its force there will come a battle for this island, for all that Britain is and all that Britain means. That will be the struggle. In that supreme emergency we shall not hesitate to take every step, even the most drastic, to call forth from our people the last ounce of effort of which they are capable. The interests of property and the hours of labour are nothing compared with the struggle for life and honour and freedom to which we have vowed ourselves.

I have received from the Chiefs of the French Republic, and in particular from its indomitable Prime Minister, M. Reynaud, the most sacred pledges that, whatever happens, they will fight to the end, be it bitter or be it glorious. Nay, if we fight to the end it can only be glorious.

Having received his Majesty's commission, I have formed an Administration of every party, and almost every point of view. We have differed and quarrelled in the past, but now one bond unites us all—to wage war until victory is won and never to surrender ourselves to servitude and shame, whatever the cost and whatever the agony may be.

If this is one of the most awe-striking periods in the history of France and Britain, it is also beyond doubt the most sublime. Side by side, unaided except by their kith and kin in the great Dominions and the wide Empires which rest beneath their shield, the British and French have advanced to rescue not only Europe, but mankind, from the foulest and most soul-destroying tyranny that has ever darkened and stained the pages of history. Behind them, behind us, behind the Armies and Fleets of Britain and France gather a group of shattered States and bludgeoned races—the Czechs, the Poles, the Norwegians, the Danes, the Dutch, the Belgians—on all of whom the long night of barbarism will descend unbroken even by a star of hope unless we conquer, as conquer we must, as conquer we shall.

**T**ODAY is Trinity Sunday. Centuries ago words were written to be a call and a spur to faithful servants of truth and justice:

"Arm yourselves, and be ye men of valour, and be in readiness for the conflict, for it is better for us to perish in battle than to look on the outrage of our nation and our altars. As the will of God is in Heaven, even so let Him do."



# Diary of the War

## JUNE, 1940

**June 1, 1940.** Evacuation from Dunkirk proceeding. R.A.F. shoot down 78 enemy machines over beaches. German 'planes bomb Marseilles, Lyons and other towns in Rhône Valley.

**June 2.** Mr. Eden announces that more than four-fifths of B.E.F. have arrived safely in England. Further German bombing raids in Rhône valley.

**June 3.** Withdrawal from Dunkirk and neighbouring beaches continues under fierce bombardment. Three destroyers reported lost off France: "Basilisk," "Keith," and "Havant." Enemy make first raid on Paris; over 1,000 bombs dropped. 25 raiders destroyed.

**June 4.** Evacuation from Dunkirk completed at 7 a.m. R.A.F. and French bombers make reprisal raids on Munich, Frankfurt and Ruhr and Rhineland munition works. Enemy bomb Le Havre.

**June 5.** At dawn Germans launch new offensive along Somme and Aisne. Battle becomes intense in regions of Amiens, Péronne and Ailette Canal. Allied air forces make extensive night raids into Germany. Oil storage tanks fired at Frankfurt and Mannheim.

**June 6.** German attack continues at all points between coast and Chemin des Dames. S.W. of Lower Somme German units infiltrate as far as R. Bresle. Allied air forces continue destruction of Rhineland railway system and factories and carry out attacks over Somme front.

**June 7.** Battle along Rivers Bresle, Somme and Aisne continues with great violence. Main thrust made north and east of Soissons, where Germans cross Ailette Canal. Enemy attack below Péronne and attempt to cross Aisne at Attigny. R.A.F. heavy bombers attack oil refineries, aerodromes, etc., in South Belgium and N.W. Germany.

**June 8.** Germans launch new attack on 60-mile front between Aumale and Noyon. Tank column penetrates French defences and reaches Forges-les-Eaux. R.A.F. continue day and night battering of enemy objectives and communications. French naval 'planes bomb factories near Berlin. H.M.S. "Carinthia" reported sunk by U-boat.

**June 9.** German armoured units reach outskirts of Rouen and Pont de l'Arche. Attack launched in Champagne between Château Porcien and Le Chesne. Pressure resumed near Soissons. Heavy raids round Paris.

**June 10.** Italy declares war on Allies. German pressure increases in Amiens-Rouen sector. In Soissons sector enemy attack southwards to River Ourcq and eastwards to Fismes. In Champagne armoured divisions reach R. Retourne. In Argonne battle rages with intensity. R.A.F. bomb munition dumps in Ardennes, industrial targets in Ruhr, and enemy lines and communications. Announced that Allied troops have been withdrawn from Norway. King Haakon and members of Norwegian Government arrive in London. Following ships are

presumed lost: aircraft carrier "Glorious," destroyers "Acasta" and "Ardent," transport "Orama" and tanker "Oil Pioneer."

**June 11.** Germans cross Seine between Rouen and Vernon. Farther east French withdraw to positions south of Marne. In Champagne enemy cross R. Retourne. R.A.F. make fierce attacks on lines of communication, especially important crossings of R. Meuse. Other forces raid aerodromes in Libya and Italian East Africa. S. African Air Force bomb Moyale, Abyssinia. British naval and air units attack Tobruk.

**June 12.** South of Seine enemy pressure directed towards Evreux and Pacy-sur-Eure. On Lower Oise fighting in region of Persan-Beaumont. Germans attack new positions south of Marne and cross river near Château-Thierry. Great battle for Reims in progress. R.A.F. attack Turin, Genoa and other towns in North Italy. Other forces attack objectives in Abyssinia and Eritrea.

**June 13.** Enemy attack with violence south of Rouen and armoured columns pour over three Seine bridgeheads. Twelve divisions attack between Senlis and Metz. Other divisions cross Marne from Château-Thierry to Dormans; still others east of Reims advance towards Châlons-sur-Marne. Montmédy captured. Part of British division captured at St. Valéry-en-Caux; remainder evacuated. H.M.S. "Scotstoun" sunk.

**June 14.** German forces enter Paris. Enemy make violent frontal assault on Maginot Line. In Champagne they reach Romilly and St. Dizier. Among other targets, R.A.F. bomb Channel ports. French 'planes fire oil tanks near Venice. British troops capture Fort Capuzzo.

**June 15.** French armies continue withdrawal south of Paris. Enemy cross Seine in Romilly area. Germans claim to have captured town, citadel and two forts of Verdun, and to have pierced Maginot Line near Saarbrücken. H.M. cruiser "Calypso" reported sunk by Italian submarine in Mediterranean.

**June 16.** Germans cross Seine near Melun and Fontainebleau. Armoured columns reach region north of Dijon and cross Saône above Gray. Reynaud Cabinet resign; Marshal Pétain forms new Government. Admiralty announce destruction of four Italian submarines.

**June 17.** Marshal Pétain announces that fighting must cease and that he has sued for peace. Violent fighting at Orléans. Germans enter Dijon. They claim that fortress of Metz has surrendered. R.A.F. heavily bomb targets in Rhineland and Ruhr. Massawa, Eritrea, raided.

**June 18.** Hitler and Mussolini meet at Munich to discuss French request for peace. Germans reach Cherbourg and Rennes. They claim to have captured fortress of Belfort and that Maginot Line has been penetrated to Rhine-Marne Canal. During night 100 enemy bombers raid E. and S.E. coasts. Seven shot down.

**June 19.** French Government appoint delegates to receive Germany's terms. Germans claim to have captured Strasbourg, Lunéville and fortress of Toul. Over 100 Nazi bombers cross British coasts at night. Three shot down and others damaged. R.A.F. attack enemy aerodromes at Amiens and Rouen and raid Ruhr and W. Germany. Air battle over Buqbuq, Egypt. Italian submarine sunk by R.A.F. British liner "Niagara" mined.

**June 20.** Germans occupy Lyons and capture Brest. Fighting in Maginot Line near Thionville. R.A.F. attack aerodromes at Rouen and Schiphol. Raids made on Libyan and Abyssinian frontiers. H.M.S. "Andania" reported sunk by U-boat.

**June 21.** Fighting continues, particularly in Vosges. Fleet Air Arm wreck gun position near Calais. Coastal Command attack shipping and oil depot at Willemsoord. R.A.F. raid Tobruk.

**June 22.** French delegation sign armistice with Germany at Compiègne. Germans occupy St. Malo and Lorient. Mass raids by R.A.F. on Essen, Bremen, Kassel, etc. Alexandria suffers first bombing raid.

**June 23.** French troops still holding out in parts of Maginot Line. Gen. de Gaulle announces formation of French National Committee. R.A.F. bomb Hamburg. Malta suffers 39th raid.

**June 24.** Armistice between France and Italy signed at Rome. Enemy occupies Angoulême and Aix-les-Bains. Mentone occupied by Italians. R.A.F. continue raids in N.W. Germany and in Libya. Liner "Wellington Star" reported sunk.

**June 25.** Cease Fire order sounds at 12.35 a.m. Enemy aircraft drop bombs in Midlands. Five shot down.

**June 26.** R.A.F. make daylight raids into Germany. At night seaplane bases at Texel and Helder and many aerodromes are attacked. Other forces attack aerodromes at Gura, Macaaca and Assab.

**June 27.** Russia presents 24-hour ultimatum to Rumania requiring cession of Bessarabia and N. Bukovina. R.A.F. bomb oil refineries at Hanover and Bremen. Night raiders over Britain.

**June 28.** Rumania cedes Bessarabia and Northern Bukovina to Russia. Channel Islands, which had been partly evacuated, bombed by enemy 'planes. R.A.F. bomb petrol dumps at Macaaca, Eritrea. Announced that submarine "Tetrarch" has sunk German transport off Norway. Marshal Balbo, Gov.-Gen. of Libya, reported killed.

**June 29.** Italian destroyer reported sunk in Mediterranean and two submarines in East Indies. R.A.F. bomb Willemsoord, chemical factory at Frankfurt, and Dortmund-Ems Canal.

**June 30.** Armistice Commission opens at Wiesbaden. R.A.F. continue raids on aerodromes and on targets in N.W. Germany. Submarine "Grampus" presumed lost. Night raids over Britain.



# GERMAN ARMY LEADERS IN BATTLE OF FRANCE

The great enemy offensive began on June 5, 1940, and continued until France, after suing for an armistice on June 17, had accepted both dictators' terms. Hostilities ceased on June 25, 1940.

*Photos, Wide World ; Planet News ; Keystone*



Gen. von Bock attacked over the lower Somme and the Oise-Aisne canal (June 5).



Gen. von Witzleben's army broke through the N.E. part of the Maginot Line (June 14).



Gen. von Brauchitsch commanded three corps in the crucial offensive of June 5, 1940.



Gen. Keitel, German chief of staff, signed the armistice for Germany on June 22.



Gen. Dollmann, whose army pierced the Upper Rhine works near Colmar (June 15).



The armoured divisions along the Meuse were commanded by Gen. Guderian (above).



# INSIDE GERMANY: REACTIONS TO THE SPRING OFFENSIVE OF 1940

*Economic Position of Germany in the Spring of 1940—A Cheap and Satisfying Victory in the West—Food Shortage Continues, Despite the Sack of the Low Countries—Nazi Propaganda for 'Saving Starving Europe'—The Burden of Taxation Increases—A Stillborn Peace Offensive: Hitler's 'Last Appeal to Reason'—Battle of Britain Begins*

IN spite of a winter spent in enduring the stimulating activities of Goebbels' propaganda machine, the German people did not face the certain prospect of a spring offensive with any

means benevolently disposed; and the West, with the exception of Spain, was wholeheartedly hostile.

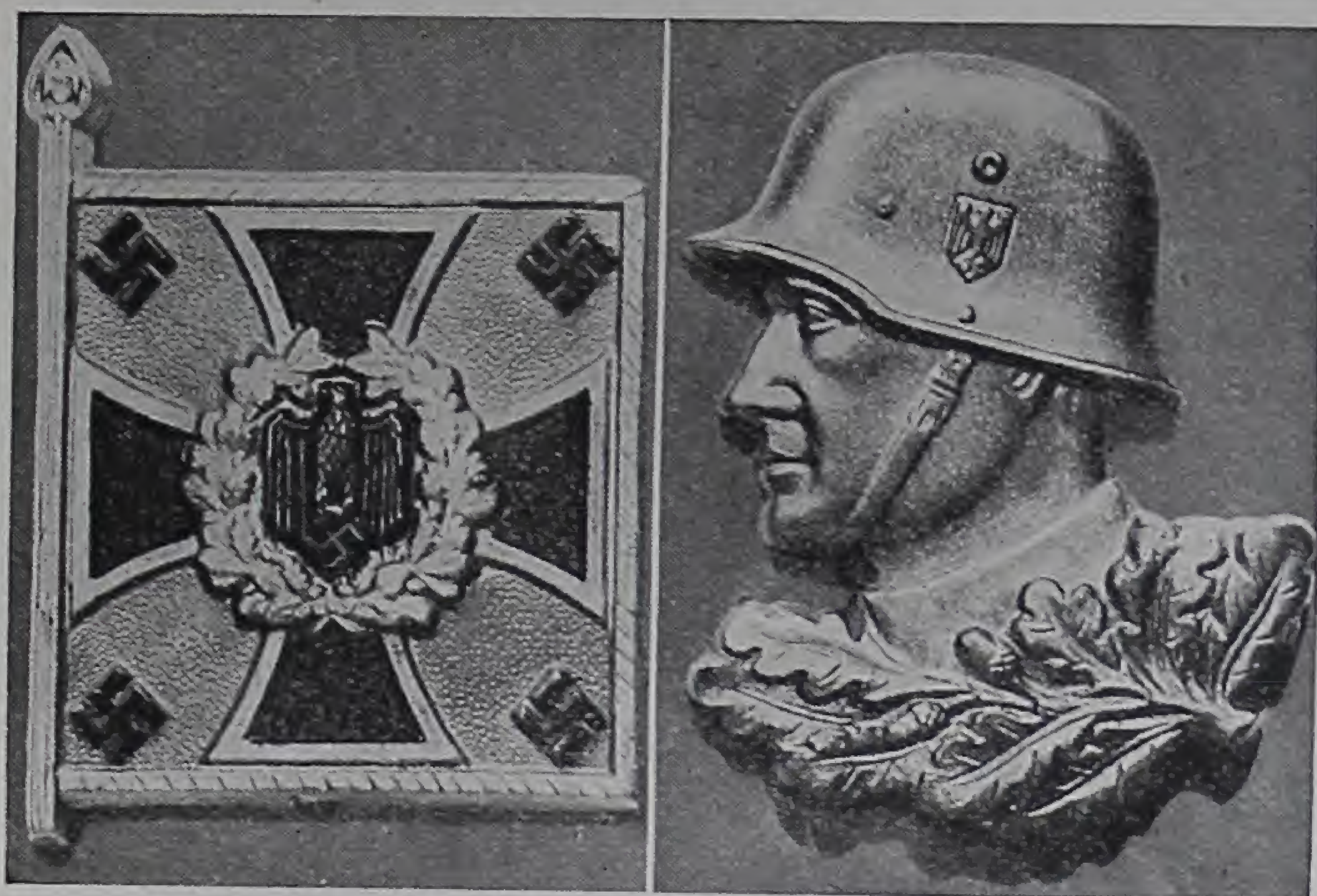
In view of unrest among the people, therefore, it had become a political

necessity to order a spring offensive. When Goering replied in a public speech on April 3 to Mr. Chamberlain's threat to tighten the British blockade, he announced that the blow which the Nazis would make in the spring would fall in the West. "It is in the West that the decisive blow must be struck," he said, "and for this the Fuehrer has mobilized all our resources." From this moment a tremendous intensification of high-

no more was heard of such things. Instead, there appeared in neutral newspapers a picture of a united Reich eagerly awaiting the signal to vent its fury on the ancient enemies—Britain and France.

After such preparation the people of Germany may well have been dismayed when the mountain brought forth a mouse; instead of a full-scale and terrible attack on the Maginot Line there was a political promenade into the peaceable country of Norway. The success was pleasing, especially since this was a victory in the old Hitlerian tradition—that is to say, a victory won almost without bloodshed, like those that had brought Austria and Czechoslovakia into the Reich. But the more thoughtful perceived that this was no way to break the British blockade or to disintegrate the solid hostility of the West. While the Norway episode brought Britain to her senses and had enormous and unpredictable effects on her policy, it had remarkably slight consequences in Germany. To Britain Norway was a defeat; to Germany it was not a victory. It solved no problems, it produced no easing of the blockade; all it provided was the possibility of getting iron-ore more easily next winter.

## A Cheap Conquest



### AN EXAMPLE WE DID NOT FOLLOW

While Britain severely limited her flag days the Nazis allowed these occasions to become wearisome in their profusion. Here are two papier-mâché "flags" brought back from Germany by a neutral business man. The cross was for a wounded soldiers' fund; the soldier's head was sold for the Winter Help Fund.

*Photo, courtesy "Evening Standard"*

enthusiasm. Since the quick victory over Poland there had been none of the resounding successes which they had been promised, and the Finnish War had shown that, though victorious in this instance, the Russian war machine of which they had been taught to think so highly was a rusty and ramshackle contrivance in which little faith might be placed in an emergency. The winter had, moreover, been a time of great trial for the strictly-rationed people; the extreme cold—a record for 45 years—had made life without adequate food or fuel almost unbearable.

By contrast, the Germans saw the tremendous and uninterrupted progress made by the Allies, and in particular Great Britain, in increasing their preparations for a long and bitter war, and they felt at every turn the pinch of need occasioned by the British blockade. The Balkans were solidly neutral; Italy was only "non-belligerent"; the Scandinavian countries were by no

pressure propaganda was put into operation. There was to be, the Germans were informed, a series of lightning victories that would end the war by midsummer; Russia's economic assistance was going to assume colossal dimensions; the whole of Europe was destined to form the Lebensraum of the Reich, for whose subjects the defeated races of the whole Continent would toil. This propaganda apparently had its effect; grumbling, ca'canny working methods and a few open riots had been reported, but now



### TRAGIC REMINDERS OF THEIR BITTER FATE

There is grim tragedy in these postage stamps issued in the "General-Government" of Poland by the German authorities. Designed by Polish artists in happier times, and symbolizing the past greatness and recent aspirations of the unhappy Poles, they had been over-printed with the eagle and swastika emblem.

*Photo, Wide World*





#### AS THE DIVE-BOMBER SAW IT

Here is a photograph from German sources showing bombs bursting on a French column during the retreat of June, 1940. Dive-bombing by the deadly "Stukas"—from the word *Sturzkampfflugzeug*, meaning dive-fighter aircraft—played an important part in crushing the French resistance.

*Photo, Wide World*

Thus Goebbels' propaganda recoiled upon itself, and a period of unease followed among the German people. As a result of the seizure of Norway the rations were no larger, the shortage of labour in the war industries was no less, the prospects of inflation were not reduced. The last became a particular anxiety about this time, and for a while Europe beheld the prospect of the

people of the "unshakably confident Reich" buying baths, vacuum cleaners, geysers, furniture—anything tangible that was still purchasable—in vast quantities, so low had their confidence in their own currency fallen.

Necessities were still strictly rationed, and luxuries were practically unobtainable. For instance, cucumbers were retailed at 3s. each; women's blouses at £3 each; and real coffee at £1 per lb.—to take a few of the rarer commodities. Coupled with these restrictions there occurred during and after the Norwegian campaign an intensification of terrorism against grumbling workers and, particularly, the unfortunate non-Aryans. Certainly Norway relieved no problem.

Another blow at the West was, therefore, necessary. It had been expected on several occasions previously—when the Siegfried Line or, as the Germans call it, the "Westwall," had been extended along the Belgian and Dutch frontier; when a million and a half of troops had, months ago, been massed behind that wall. The pretext given for the invasion of Holland and Belgium was simple: these small Powers had lent themselves to a Franco-British plot with the purpose of invading the Ruhr Valley, Germany's industrial heart. Whether the German population as a whole swallowed that argument (first brought forward in Hitler's message to the troops at the start of the invasion) was irrelevant; after the docile acceptance of the excuses given for the rape of Denmark and Norway its masters did not bother over such trifles. Even so, the argument was an astonishingly weak one: had not both Belgium and Holland striven, with a consistency bordering on self-sacrifice, for the strictest neutrality? Had not King Leopold, after giving up the guarantees furnished by the Versailles and Locarno Treaties, obtained Hitler's special and most formal assurance of Belgium's inviolability? Both countries were to pay dearly for the delusion that they could retain neutrality in this struggle for the very foundations of human society. For on May 10 Hitler's great blow fell—first on Holland, Luxemburg and Belgium, then on the British and French in France.

For once the Germans seemed to be getting what they had been promised—a series of lightning victories, vast quantities of plunder in the most acceptable form of food, and the prospect of a sudden end to the war with the Reich supreme. As the Battle of Belgium became the "Battle of the Bulge," which developed into the

"Battle of the Gap" and degenerated into the forlorn struggle for the Channel Ports—as the capture of Brussels followed that of Antwerp and of Sedan that of Brussels, and Dunkirk ended the whole unfortunate story—the joy in Germany knew no bounds. This was victory—"kolossal," cheap and satisfying. A more sober note was introduced by General von Reichenau's interview with American journalists at his headquarters on the Western front, when he admitted that the British Expeditionary Force was fighting with unexampled heroism and fury and paid an enemy's tribute to their qualities, adding a word of caution that the battle was by no means won yet. But this was soon forgotten in the welter of victories and the onrush of the unconquerable Panzerdivisionen.

Even so, the Nazi propaganda machine did not overlook certain requirements for the benefit of future historians: it dug up after the event—as the Germans had done in 1915, when they ran—A Faked sacked the Belgian 'Conspiracy' archives—the necessary proofs for the alleged conspiracy to invade the Ruhr via the Low Countries. The Dutch Government, even when aware of the imminent German menace, had neglected to secure Allied help for the emergency, but had deposited with their Ministers in Paris, London, Brussels, and even in Berlin, sealed letters to be opened after a flagrant violation of their neutrality and their territory should have taken place. These sealed documents, containing an appeal for immediate succour, were found by the invader, and brought forward as documentary proof of an existing secret agreement directed against Germany. As such, properly cut, arranged and dated, they were embodied in a German White Book. It was in the days after France's defeat had been sealed, when—at least in Germany—Poland, Denmark, Norway and the Low Countries had been forgotten in the frenzied enthusiasm created by the victory over the "Erbfeind," the hereditary enemy.

Joy knew no bounds, therefore, when the French Government fled from Paris to Tours, from Tours to Bordeaux, and from Bordeaux to Vichy. France was the prime enemy, and French pride was humbled low for a generation. Hitler's proclamation of June 5 sounded the keynote for the celebrations: "The greatest battle of all times has been victoriously ended by our soldiers. . . . I therefore order flags to be flown throughout Germany for eight days."

The remainder of the campaign in France passed at lightning speed.





#### WAR HAS NO REVERENCE

This photograph, received in London towards the end of October, 1940, shows the havoc wrought by the Nazis in the historic town of Amiens, from the Cathedral of which the photograph was taken. The Germans entered Amiens, which had suffered in the war of 1914-18, on May 21, 1940.

*Photo, E.N.A.*





#### WAR PASSES ON BUT WRECKAGE REMAINS

This was one of the first photographs of Dunkirk to reach Britain after the French capitulation. Although several months had passed since Dunkirk was the scene of the ever-memorable evacuation of the B.E.F., debris of houses and wreckage of war material still littered the French port, as typified in this photograph of one of the newest streets of Dunkirk.

*Photo, E.N.A.*





### JOY BELLS IN GERMANY

After the capitulation of France there were scenes of great rejoicing in Germany, where it was expected that the war would come to a speedy end, as had been promised by the Fuehrer. Above, German soldiers who took part in the Battle of France being welcomed in the Unter den Linden, Berlin. German bells were pealed for a week in honour of what Hitler termed 'one of the most glorious victories of all time.'

*Photo, Associated Press*

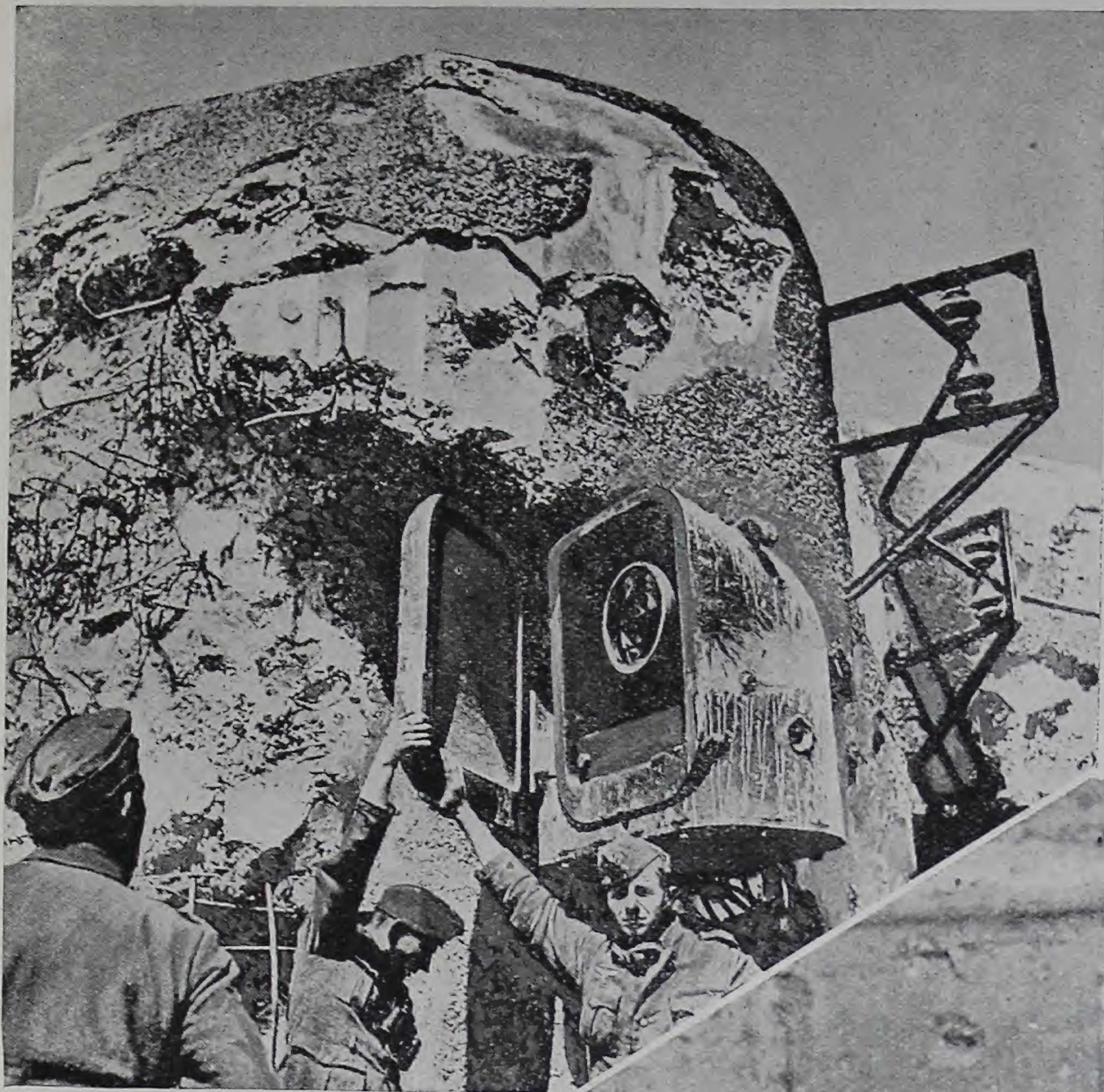




#### PRISONERS OF WAR BY THE HUNDRED THOUSAND

Never before had such numbers of captives fallen into the hands of a victor as after the conquest of France. This remarkable photograph shows the enormous Nazi prison camp at Neu Breisach, with some of the thousands of Frenchmen doomed to languish in captivity while their mother country was despoiled. They were housed in flimsy tents, while their guards were sheltered in the fine barracks adjoining.





#### NO LONGER IMPREGNABLE

The age-old contest of projectile against armour was renewed in the assault on Belgian fortresses. Top photograph shows the effect of short-range artillery fire and of charges laid by pioneers at Maubeuge. Below, Fort Boncelles, on the right bank of the Meuse at Liège, battered by German guns. (See also photos on page 853.)

Photos, "Die Wehrmacht" (Berlin); E.N.A.

Mussolini entered the war on June 10, Paris was taken on the 14th, and Pétain sued for peace on the 17th. On the 18th the two Axis dictators met at Munich for the first of the deliberations on their armistice terms. The home of the Brownshirts did them due honour: flags, bands, bells, enthusiastic crowds, flowers, sunshine—the scene was well set for the consummation of their alliance. All over Germany the excitement was boundless. Nobody talked about the victims; widows and bereaved parents were not to wear mourning, for it was "unpatriotic" to introduce a sad note into the chorus of rejoicing.

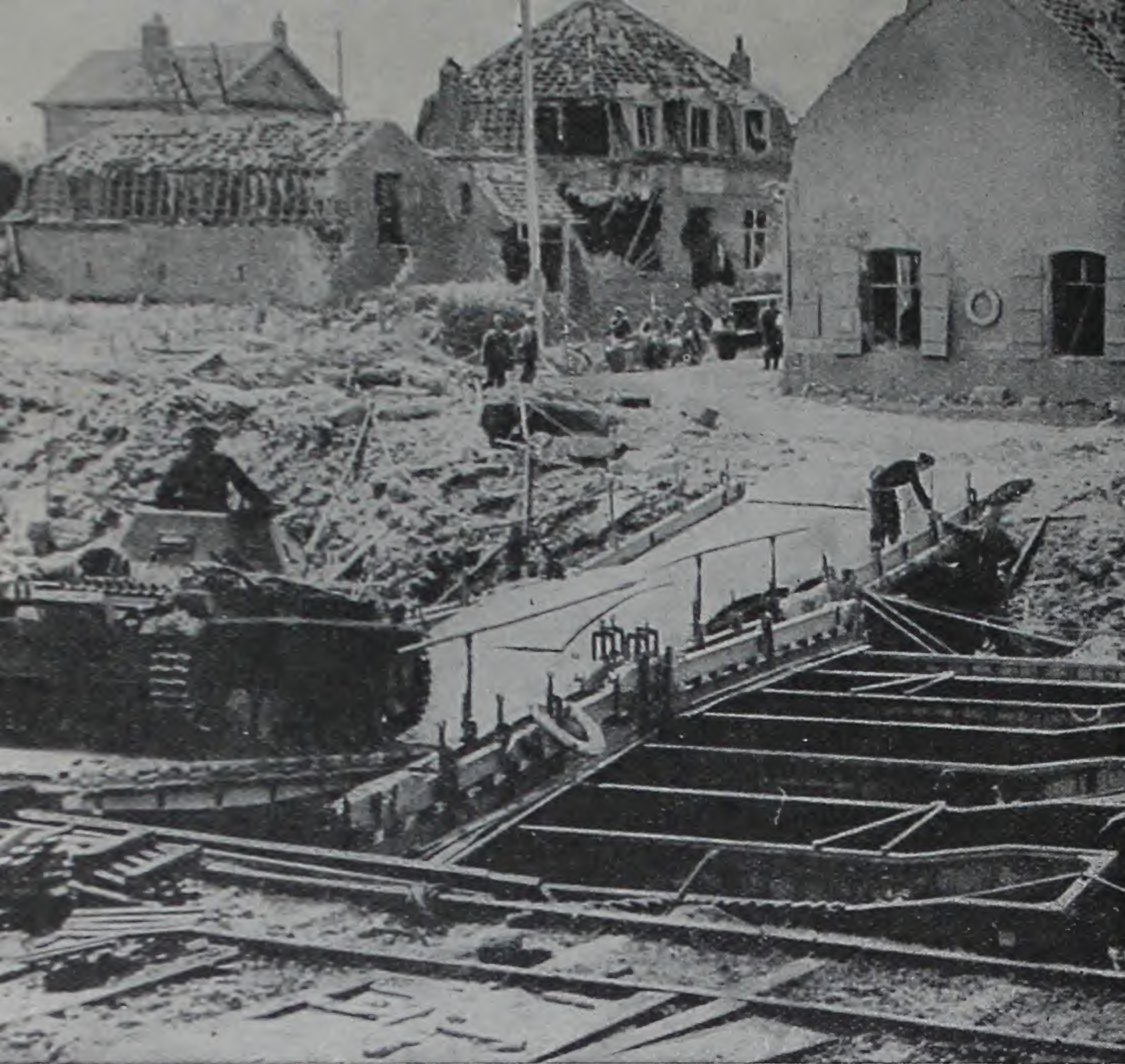
The official figures of Germany's losses during the invasion of the West—estimated at 400,000–500,000 killed and wounded—were not given until much later. For the campaign in the Low Countries alone the casualties were admitted to be 10,000 killed and 40,000 wounded. If these figures were reliable, the total would indeed be low for the

conquest even of only two of the three countries invaded, compared with the casualty list among Hitler's civilian victims. In Rotterdam alone no fewer than 30,000 dead and 20,000 wounded were counted, with 25,000 houses destroyed. The losses of the Dutch army during its four days' heroic but hopeless struggle were given—by German authorities—as 2,890 killed, 6,889 wounded and 91 missing. Afterwards, German films were taken of devastated Rotterdam and circulated with the caption: "What the British left over of Rotterdam."

Even so, the Dutch population proved insufficiently grateful for Hitler's "protection": for the sending of their children to Austria (nominally "as a return for Holland's hospitality to Austrian children after the last war," but in reality to drench them with the







### DEVASTATION OF WAR—BY FRIEND AND FOE

This town in Southern France was shelled to ruins before the entry of the Nazis, some of whom are seen in the background, while a tank crosses a pontoon bridge. The German advance was checked by blowing up railways at vital points. Below is a main line junction on a route to the coast, destroyed by the B.E.F.

*Photos, Associated Press ; E.N.A.*



right Nazi spirit); for the granting to Holland, and equally to "Germanic" Flanders, of a seat of honour in the "all-Germanic community." A reporter of the "B.Z. am Mittag" in Berlin stated dolefully: "The Dutch population as a whole is not grateful for the fact that the German soldiers treated their country with care, and it refuses everything German." But even so, the German population was made to believe that their armies had freed Belgium and Holland from the British clutches.

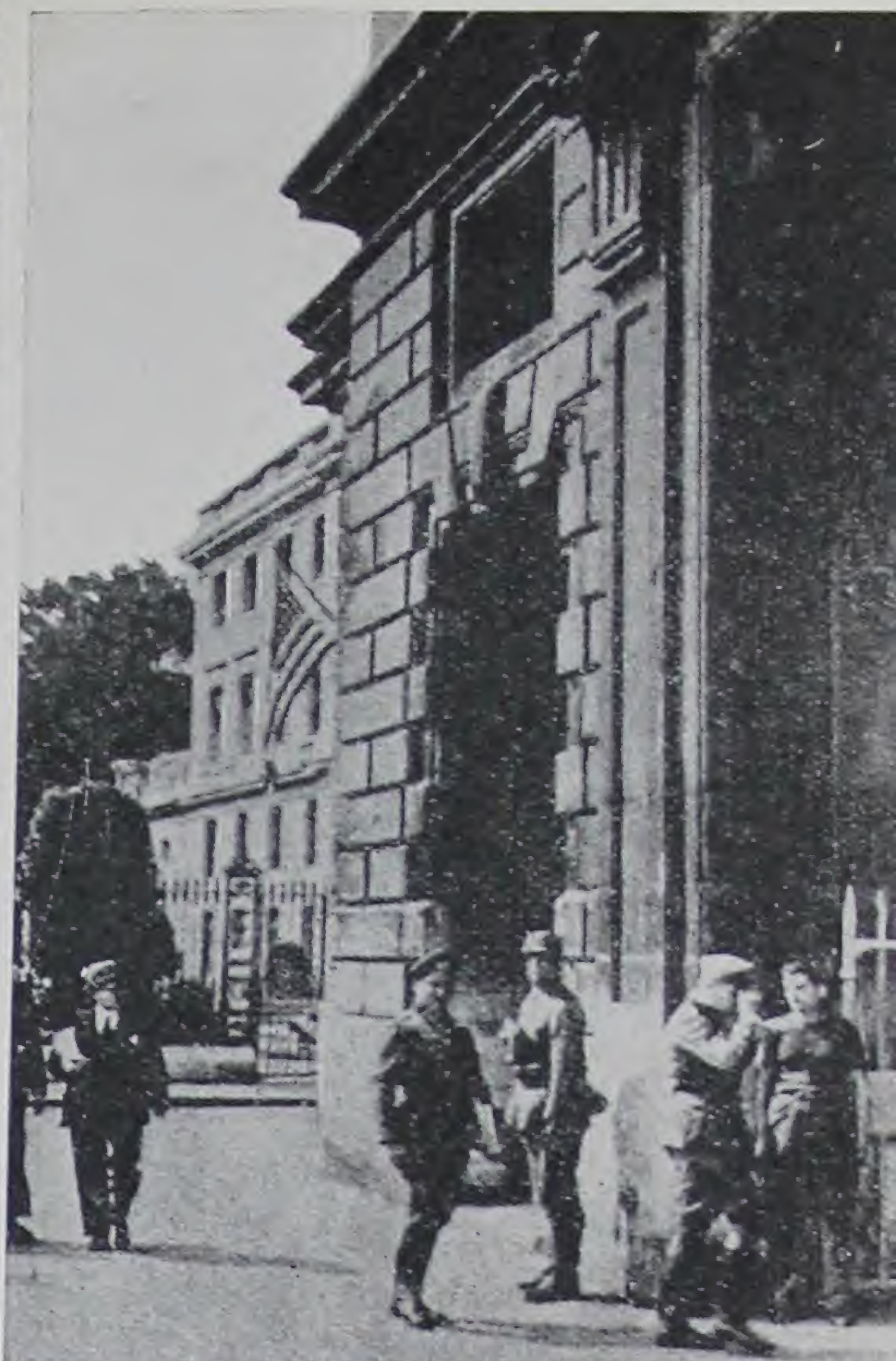
As for the Belgians and the people in the regions of France that from 1914 till 1918 had been under the sway of the invader, they submitted for the moment, with set teeth and clenched fists, to **Sorry Plight** their new ordeal. But **of France** the greater part of France was to learn the full measure of its plight only on June 22, when the armistice was concluded. The "negotiations" took place in the forest near Compiègne where the Germans had met the Allied plenipotentiaries in November 1918.

Hitler himself assisted at the ceremony for a few minutes, after having ordered all German bells to be rung for seven days, and swastika flags displayed for ten days in honour of "one of the most glorious victories of all times." On June 24 he addressed a message to his army, praising it for having, in a six weeks' heroic struggle against a brave enemy, "brought to an end the war in the West."

The following day, June 25, Hitler appeared in Paris, where, with a smile of satisfaction, he saw a gigantic Nazi flag waving on top of the Eiffel Tower. He paid visits to the Madeleine church (built by Napoleon in honour of the dead of his armies) and to the war trophies of that other conqueror. St. Quentin and Strasbourg, which so often had changed hands in the Franco-German struggle, were deemed worthy of a visit, and the Fuehrer's inspection of the now worthless Maginot Line put, in the German eyes, the finishing touch to a triumphal march destined to wipe out the "shame" of the 1918 defeat.

Whoever among the older or more moderate Germans had doubted the Nazi cause or the supreme wisdom of its creator was now convinced and, at least for the time being, converted into an enthusiastic admirer of Germany's "saviour." Many had been slightly worried by the superfluity of victories announced daily by the Supreme Command and by Goebbels' broadcasts: the bare facts set them at rest, and hardly anyone in Germany at that time doubted that the defeat of Britain



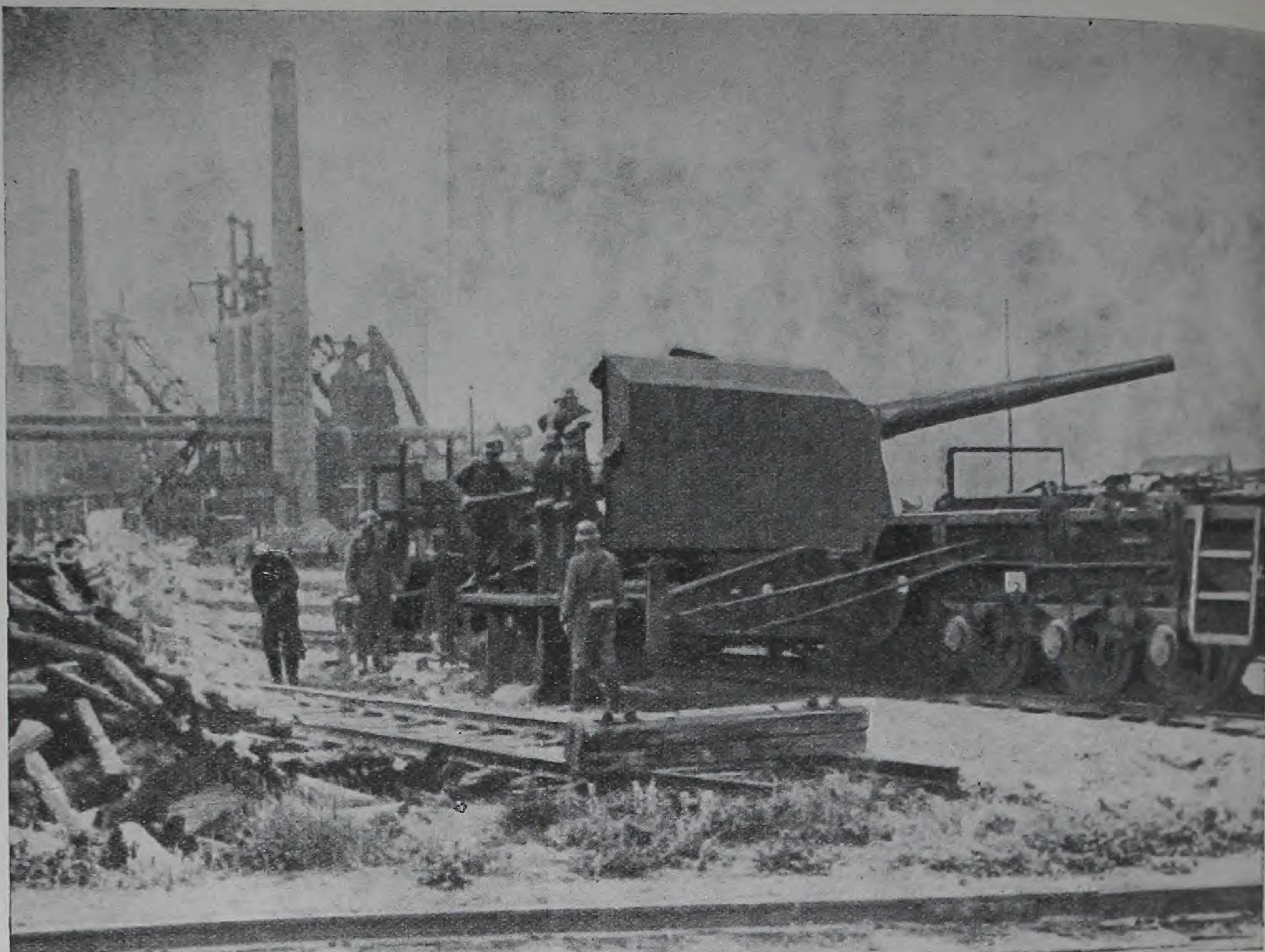


### HOW FRANCE FARED UNDER GERMAN RULE

Nazi troops in Paris and other French cities made full use of their leisure, and on the right (lower photograph) some are seen in the galleries at Versailles; others (top, left) are enjoying a bathe at Biarritz. The conquerors lived on the fat of the land, but French men, women and children had to take turn in bread queues (above, left). German headquarters in Paris (top, right) was at the Hotel Crillon.

*Photos, Wide World; E.N.A.*





### CHANNEL GUNS FOR THE SHELLING OF BRITAIN

When the Channel ports fell into their hands the Nazis set to work feverishly, installing many heavy guns (some captured from the French) along the narrowest part of the Straits. One, on a railway mounting, is seen above. In mid-August the Nazis began to shell Dover. Lighter weapons, such as the anti-tank gun below, were also set up and manned.

*Photos, Wide World ; Keystone*



would be just another "walk-over," a matter of a few weeks.

Following the meetings of the Armistice Commission at Wiesbaden and the acceptance of the dictated terms by Pétain, came Hitler's greatest moment—his victory march through occupied France and entry into Paris, and his triumphal return from the Western Front, "where he has been directing operations for three months" (as the Propaganda Ministry said), to thronged, cheering, bell-ringing, flag-waving Berlin, hysterical with delight.

There was a nine days' wonder in the capital of Greater Germany. Bands played, massed battalions goose-stepped in solid ranks between cheering crowds; the whole population of the city was *en fête*. But it was only a façade: behind the flags stalked the spectre of want; the voice of hunger was not drowned by the clanging of the joy-bells. Celebrations stopped short in the streets; in the homes tables were as bare as ever, and in the cafés and hotels the meatless days returned in endless monotony. The British sea-siege went on,



despite the overland victories of the German tanks and dive-bombers. The German was now receiving 11 per cent less sugar, 30 per cent less cheese, 41 per cent less fats, 43 per cent less meat, and 71 per cent fewer eggs than before the war—and his allowance of these foodstuffs before the war had not been generous.

Of the enormous quantities of food which the people had expected from conquered Denmark and Holland, little enough materialized. Much had been captured, but it had to be placed in

### Belgium's Losses in 18 Days

The report of a survey made by the Commissariat of Reconstruction, Brussels (made public at the end of 1940), included the following summary of destruction caused during the eighteen days' fighting against the Germans in May, experienced mainly over a sector between the Meuse and Lys.

Towns damaged (out of 2,500)	2,000
Houses destroyed .. ..	9,832
Houses damaged badly ..	24,156
Houses damaged slightly ..	116,710
Highways destroyed ..	6,000 miles
Railway depots demolished,	
more than .. ..	100
Bridges and tunnels blown up	1,455

store to replace the reserves used up during the stagnant winter. Moreover, the Dutch inundations, though they availed not against the invaders, had destroyed vast quantities of growing crops, and in Belgium the standing wheat had been brought low by battle. Moreover, the conquest of four countries had added four more nations

to those to be fed by the victors, and had extended the effects of the blockade over four more wasted countrysides. Danish agriculture, the most valuable and intensively worked in Europe, was soon to be starved of its essential feeding stuffs and fertilizers by Britain's blockade, with the result that pigs and cattle had to be slaughtered in thousands. For the moment there was a glut of bacon and beef. The army as usual received the lion's share, the half-starved populace getting only a handful of the good things that were temporarily plentiful.

Thus the ground was ready and the time ripe for another gigantic propaganda campaign by Goebbels; this was to be the accusation that Britain was starving Europe, and was aimed at persuading the neutrals (and in particular the United States of America) that all the evils of famine impending on the Continent were the consequences of the British blockade. It was hoped that a great sympathetic campaign would be begun in the Americas, with the object of "saving starving Europe" and, incidentally, breaking the perfectly legitimate weapon of the British blockade. The first preliminary rumbles of this paper broadside were hardly heard, however, before Britain's propaganda had put it out of action once and for all by a far more vigorous and carefully planned counter-offensive. Articles in the press of the world, and broadcasts to every nation, warned the neutrals that the unjust accusation was in preparation and would soon be spread throughout the globe. Its nature and dimensions



### ANOTHER MUNICH

On June 18, 1940, Hitler and Mussolini met at Munich to decide the fate of defeated France. On the right is General von Epp, who had been Hitler's opponent in 1923, when the German Government crushed the Fuehrer's abortive Munich 'putsch.'

*Photo, Keystone*

were exposed, and an answer to it publicly proclaimed, almost before it had had time to make itself heard. For once German propaganda was beaten at its own game, and the campaign was stifled at birth.

Nevertheless, some interesting facts did emerge from this paper war. The food and necessities situation was, it seemed, serious inside Germany by the

### THE FUEHRER GREETS NAZI WORKMEN

On the way through Germany to Berlin, there to make his 'victory' speech to the Reichstag on July 19, Hitler received the tumultuous welcome of a conqueror. The speedy collapse of France had dispelled the doubts of many who had been lukewarm Nazis, and they hoped for a like victory over Britain. Here Hitler is seen addressing men of a labour unit en route.

*Photo, Keystone*



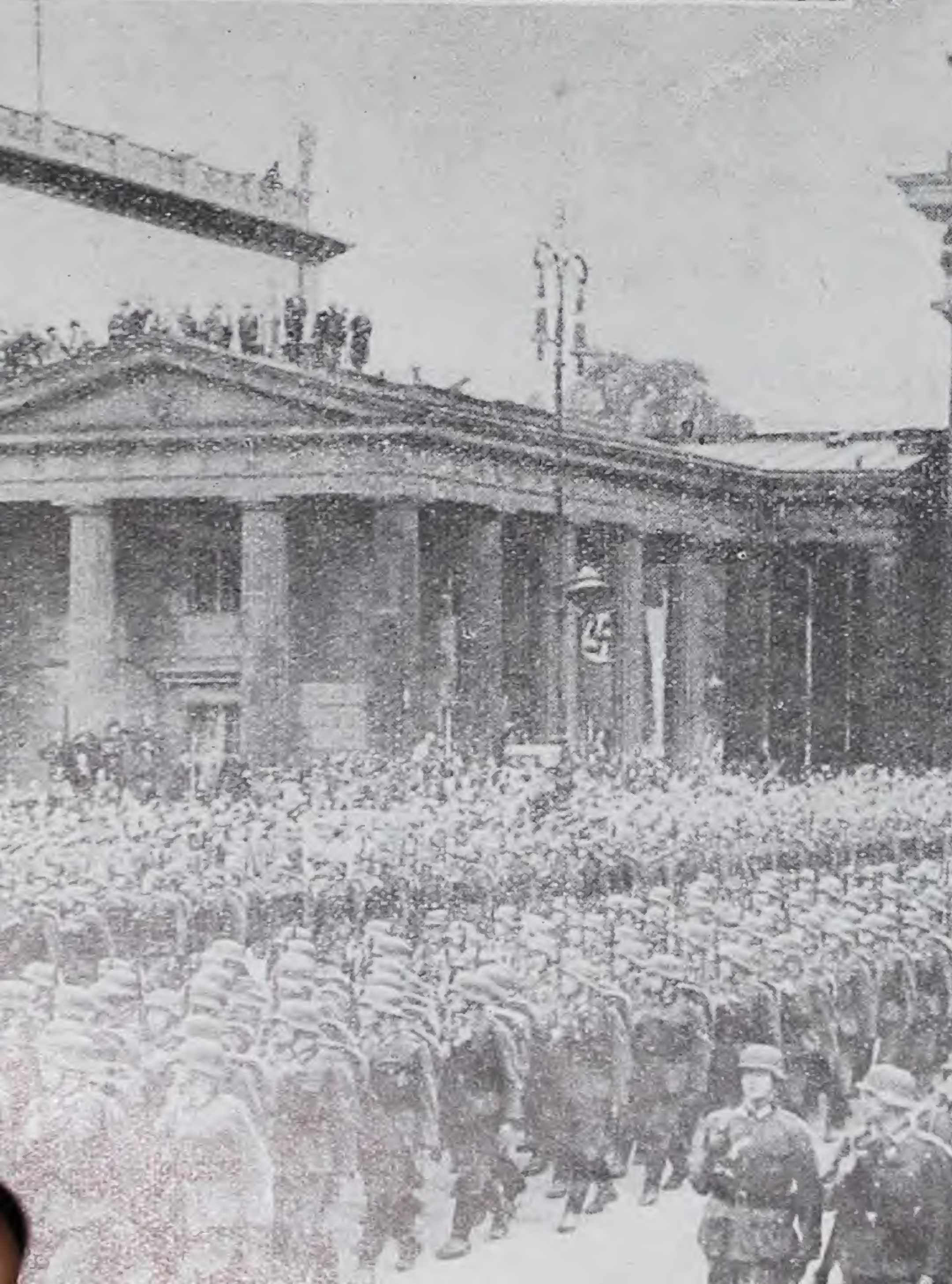




### WHEN HITLER MADE HIS 'FINAL APPEAL'

Flowers were strewn in the Berlin streets along the route that Hitler took when he returned from the Western Front to make his speech to the Reichstag on July 19, 1940. At the left he is seen with Goering on the balcony of the Chancellery. Below, Nazi troops from the front marching through the Brandenburger Tor, Berlin.

*Photos, Keystone; Associated Press*





middle of July. There was no fruit to be had at all in Berlin; leather was so strictly rationed that shoes had to be made of glass and wood. At the same time, the shortage of tobacco—the “poor man’s nerve tonic”—caused a marked increase in the demand for, and sale of, drugs and sleeping draughts.

Ill-health was general. The suicide rate had greatly increased, and the incidence of both serious and slight diseases reached epidemic proportions. The vice-chairman of a Japanese Economic Mission to Berlin said on July 27: “All we were able to buy on the streets of Germany were neckties and socks” (which luxuries the German workers



### FRANCE’S CHERISHED PROVINCES LOST AGAIN

Alsace and Lorraine were in German hands from 1870 until 1919, and passed again under alien rule with the defeat of France in June, 1940. Above, Hitler with Dr. Meissner and General Dollmann are seen leaving the beautiful cathedral of Strasbourg, capital of the lost provinces, in July. Left, French signs in the city being replaced by Nazi ones.

*Photos, E.N.A.*

could not find the wherewithal to purchase).

Germans had been promised an era of unexampled prosperity when the Nazis should come to power. In fact, since 1933 Germany had been not only the worst fed but also the most heavily taxed country in Europe. The ordinary impositions of the income tax were large, but in addition there were innumerable compulsory (though called voluntary) exactions in the form of enforced contributions to the Winter Help Fund, the Party funds, the Hitler Youth, and other organizations. By June, 1940, the average German worker

was paying four times the tax paid by the average British worker. A worker, for example, who received 100 marks (equivalent to about £8) a week had to pay out in taxes alone a total of £50 18s. per annum, made up as follows:

	£	s.
Income Tax .. .. .	19	10
War Tax .. .. .	9	15
Unemployment Insurance .. .. .	9	15
Sickness Insurance .. .. .	5	17
Labour Front Contribution .. .. .	6	1
	£50	18

An English worker with the same weekly salary at that time paid only £11 17s. total taxes. To the German’s



expenditure must also be added the numerous coerced payments mentioned above.

The proportion of income returned to the state in taxes was exceptionally large in Germany. For example, a single man earning £500 per annum

was then paying out 29.2 per cent of his income in taxes; a married, childless, man with the same income paid 16.2 per cent; and a married man with two children, 10.3 per cent. The figures for the same groups in Great Britain were 21.1 per cent, 15.2 per cent, and 7.3 per cent respectively. There was further imposed in July a "turnover tax" of two to two-and-a-half per cent on every transaction made within the confines of the Reich.

Such a parlous condition as that depicted above was expected to have its outcome in another "peace offensive" by Germany. Economically the country was in no fit state to endure a long war, and politically her position was less prepossessing than it had seemed. Her partner, Russia, had returned to her former wayward path, and on June 28 had made an incursion into Germany's

made in a speech by Hitler himself on July 19. Five days earlier German hopes were shattered by an oration by Mr. Churchill, in which he declared that Britain would fight street by street in London and all her cities before she would make peace. Hitler's speech had therefore to be recast and moderation replaced by threats. Made on July 19, the speech was widely advertised throughout the world as "Hitler's last appeal to reason," but it contained no tangible proposals for agree-



#### A 'LAST APPEAL TO REASON'

In a radio picture (top, right) received via America Hitler is seen making his speech to the Reichstag on July 19, 1940. Early in August parts of the speech, printed on broadsheets, were scattered by Nazi aircraft over Britain, but had an unconvincing effect (above).

Photos, Wide World; G.P.A.

own Lebensraum by invading and seizing Bessarabia, a strategically important part of Rumania. This had been done without the foreknowledge or consent of the German Foreign Office.

Another "peace offensive" was clearly due. But again Dr. Goebbels was anticipated. The peace move was timed to be

ment between Britain and Germany. "If you do not make peace with me at once, I will let loose upon you the furious might of my invincible Luftwaffe" was approximately the tenor of the harangue as far as it concerned Britain. But Mr. Churchill had anticipated it on behalf of Britain five days before.

Hitler's "appeal to reason" was a poor thing indeed. He told his dumb-founded Reichstag that on June 17 a simple soldier had found in a railway compartment documents going to "prove" that the Allies had concocted sinister plots for the occupation of Norway, Sweden and the Balkans; that, after all, not he but they had declared war on futile grounds, for "all he had claimed was Danzig, a city German throughout," that he never had wanted to destroy the British Empire.

The "appeal" went unheard, and the British went bravely forward to meet the worst the enemy could do. The Battle of Britain started with heavy blows. Already, in June, after the successful air raids of the R.A.F. had had to be admitted in Berlin, the Germans said that no military objectives had been hit. On the day of Hitler's speech the German Press confessed to some disquiet about the bombardment of the Dutch bases, local sympathizers with the Allies being made responsible for the exact aiming of the R.A.F. At the same time the German Press gave such optimistic forecasts as "The Battle for Britain is imminent"; "There is only a slight possibility of Britain's offering any resistance"; "She is trembling on the brink of disaster."



# AMERICA AND THE ALLIES: THE END OF ISOLATION

*Roosevelt's Warning—An Enormous Defence Budget—Reactions to the Nazi Invasion of Scandinavia and the Low Countries—The President's Appeal to Mussolini—He Admonishes the Isolationists—Britain the Bulwark of Freedom—'All Help Short of War'—Wendell Willkie's Views—Fall of France—Republicans Join Roosevelt's Cabinet—America 'Already in the War'*

**W**HEN President Roosevelt opened the third session of the 76th Congress of the U.S.A. on January 3, 1940, he made the keynote of his address a warning to the American people that the United States could not live as a self-contained unit inside a high wall of isolation while outside that wall the rest of civilization and the commerce and culture of mankind were shattered. (See page 678.)

While the United States was prepared to cooperate in a world that wanted peace, the President made plain, she must also be prepared to take care of herself if the world could not attain peace. So he went on to ask Congress to sanction big increases in the expenditure on the Army and Navy, and to levy such additional taxes as might be necessary to meet such expenditure incurred in bringing the national defences into a proper state of efficiency. Then, in a fine passage, he concluded with the words, "We must keep ablaze in this continent the flames of human liberty, reason, democracy, and fair play, as living things to be preserved for the better world that is to come."

On the day following the President's address the Budget was presented to Congress, and it showed a total of \$1,850,000,000 for defence purposes. Of this vast sum nearly \$1,000,000,000 was earmarked for the Navy, and in February the House of Representatives passed a Naval Appropriations Bill which provided for the construction of 19 new warships—including two super-Dreadnoughts of 45,000 tons each—and some 350 aeroplanes, as well as the completion of more than a hundred naval vessels already under construction.

As winter gave place to spring, American interest in the European scene became ever greater; and as the interest of the Americans grew, so, too, grew their sympathy with the nations who, one after the other, were brought under the yoke of the dictatorships.

First there was Finland. The Americans laughed to scorn the idea

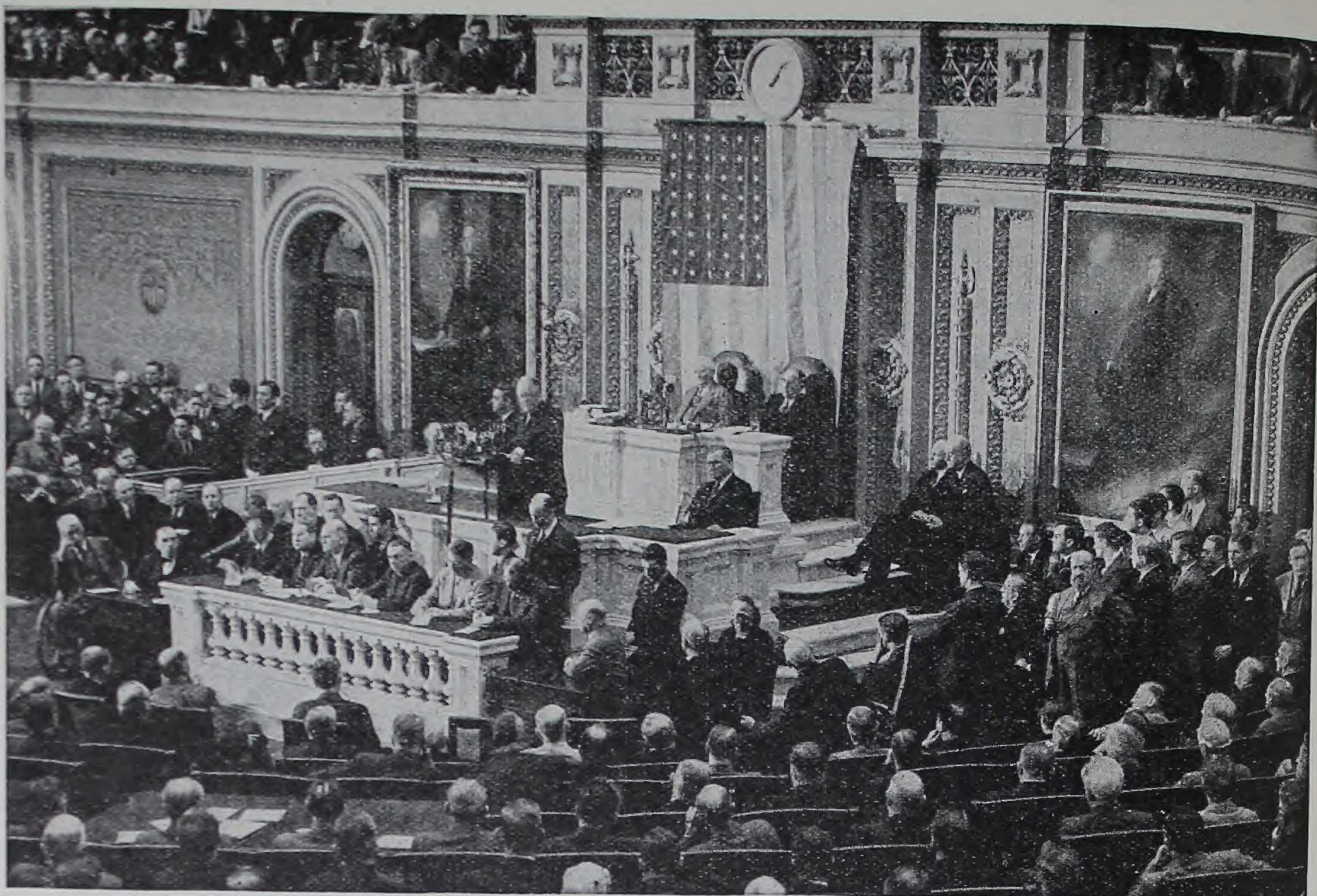
that the little republic had had any designs on her great neighbour. They cheered when the Finns gained a victory over the Soviet invaders; they urged that all possible aid should be rendered to a little country struggling to maintain its independence; they grieved when at last Mannerheim was compelled to come to terms with Stalin. A few weeks passed and Denmark and Norway were overrun, and again America left no doubt where her sympathies lay. Within a few days the President had issued a forthright denunciation of Nazi perfidy. "Force and military aggression," he said, "are once more on the march against small nations," and he deplored the attack on two countries which had maintained through many generations the respect and regard not only of the American people but of all peoples. "If civilization is to survive," he said, "the rights of smaller nations to independence,

## UNITED STATES STIRRED TO THE DEPTHS

How far American opinion had moved forward by the summer of 1940 is indicated by the posters reproduced below. That on the left was designed to stimulate recruiting for the U.S. Army; the centre one was used in a nation-wide campaign to raise £2,000,000 for the relief of victims of the European war. The most telling appeal of all (right)—circulated by the William Allen White Committee—foreshadowed in a dramatic manner the fruits of an isolationist policy.







### AMERICA VOTES COLOSSAL SUMS FOR NATIONAL DEFENCE

Above, Mr. Roosevelt is addressing a joint session of both Houses in the Senate Chamber in May, 1940, when he asked for an allocation of a billion dollars (1,000,000,000) for U.S.A. defence. The President told of his desire to increase the production of aircraft to 50,000 a year.

*Photos, Keystone ; Associated Press*



### ROOSEVELT TALKS TO THE DEFENCE COMMISSION

On May 30, 1940, the Defence Commission set up by President Roosevelt held its first meeting, when plans for the expenditure of the vast sum of 4,300,000,000 dollars were considered. Here the President (back to camera) is outlining his proposals. Facing him are, left to right, W. S. Knudsen (General Motors Corpn.); R. Budd (Burlington Railroad); E. R. Stettinius, Jr. (U.S. Steel Corpn.); H. H. Woodring (Secretary for War); R. Jackson (Attorney-General); L. Henderson (Securities Commission); and C. Edison (Secretary of the Navy).

to their territorial integrity, and to unimpeded opportunity for self-government must be respected by their more powerful neighbours." Only a week later there were rumours of Japanese designs on the East Indies in the eventuality (already all too probable) of Holland becoming involved in the European war; and Mr. Cordell Hull, the American Secretary of State, found it advisable to issue a warning that any intervention in the internal affairs of the Dutch East Indies, or any alteration in the status quo in the region by other than peaceful processes, would be prejudicial to the peace, security and stability not only of the East Indies but of the entire Pacific. Thanks to this firm attitude the Dutch East Indies were not seized by Japan when early in May Holland was invaded and subjugated by the Nazis, another act of aggression which was denounced in the strongest terms by every organ of American opinion. "The Nazis," said the "New York Times," "have built up worldwide horror and contempt which will some day plough them under." President Roosevelt expressed his personal indignation at the latest Nazi aggression and all Dutch credits were frozen so as to prevent their appropriation by Germany.

A few days later the President, sensing another extension of the conflict,



appealed to Mussolini to keep out of the war, and he sent a similar message to Admiral Horthy, Regent of Hungary. His appeal to Mussolini fell on deaf ears, however, and on the night of June 10 the Italians launched their unprovoked attack on France. A few hours before the first shots were fired the President scathingly denounced Mussolini's action in an address to the students of the University of Virginia. "The hand that held the dagger has stuck it into the back of its neighbour," he bitingly declared, but his address was remarkable for much more than a dramatic phrase. The President proceeded once again to attack the isolationists amongst his own people who still held "to the now somewhat obvious

#### PERIL FROM TRAITORS WITHIN THE GATES

The United States authorities were keenly conscious of the danger of subversive agents, and this poster was widely circulated. That the menace was a real one and no mere scare was borne out by official information published some months after.

## WHO IS THIS MAN??

*He LOOKS like an American*

*He DRESSES like an American*

*He SPEAKS the same language as Americans*  
**But...**

**HE HATES** American Democracy and maintains that it is doomed.

**HE HATES** Unions of working people because they are symbols of democracy in action.

**HE SNEERS** at the sacred liberties of the American people.

**HE SPREADS** religious hatreds among Protestants, Catholics and Jews to destroy our democratic unity.

**HE PAYS** lip service to the American Flag but his allegiance is to a foreign flag.

**HE IMITATES** his Nazi masters by using Anti-Semitism as a smokescreen for his betrayal of America.

**HE AWAITS THE DAY WHEN A FOREIGN POWER "TAKES OVER" AMERICA AND "HEIL HITLER!" REPLACES "GOD BLESS AMERICA!"**

*Who Is This Man??*

**HE IS A FIFTH COLUMNIST !!  
DON'T TRUST HIM!!**

**THE LEAGUE FOR HUMAN RIGHTS, FREEDOM AND DEMOCRACY**

**WILLIAM GREEN**, *Honorary President*

**DAVID DUBINSKY**, *Vice-President*

**MATTHEW WOLL**, *President*

**HON. JEREMIAH T. MAHONEY**, *Treasurer*

**EDWARD F. McGRADY**, *Secretary*



delusion" that the United States could remain a lone island in a world dominated by the philosophy of force.

"Such an island may be a dream of those still talking as isolationists," he said, "but to me and the overwhelming majority of Americans today it represents a helpless nightmare of a people without freedom, a people lodged in prisons, handcuffed, hungry, fed through bars from day to day by contemptuous, unpitying masters..."

How could America prevent the building of that prison in their own midst?

"Overwhelmingly," he said, "we as a nation are convinced that victory for the gods of force and hate would endanger the institutions of democracy in the Western World, and that equally, therefore, the whole of our sympathies lie with those nations which are giving their life blood to combat

#### AMERICA STUDIES THE WAR NEWS

Events on the Western Front were closely followed by Americans, many of whom felt that the Nazi inroads directly menaced their own freedom. Below is the scene in Times Square, New York, just after fresh bulletins from Europe had been posted up.

*Photo, Wide World*







### AMERICANS RETURN HOME

Laden with over 1,000 Americans from the war zone the S.S. 'Washington' left Galway for New York early in June, 1940. She was challenged by a U-boat off Portugal on June 11, ordered to 'abandon ship,' but later allowed to proceed on her voyage. Right are refugees on the liner 'Manhattan' arriving New York from Genoa.

*Photos, Keystone ; Fox*

these forces." So thrusting aside the last suggestions of a timorous and Pharisaic neutrality, he concluded: "We will extend to the opponents of force the material resources of this nation, and harness and speed up the use of those resources in order that we ourselves may have the equipment and training equal to the task in any emergency. All roads leading to those objectives must be kept clear of obstructions. We will not slow down or make a detour. All signs and signals call for Full Speed Ahead."

Ominous spring merged into disaster-filled summer, and as the German war machine battered its way across the freedom-loving countries of Europe, the American people to

**Resolved to** an ever greater extent  
**Help Britain** rallied behind the President in the resolve to give Britain and France all the help of which they were so desperately in need.

The demand was not by any means an unselfish one; rather the American man in the street, level-headed fellow that he is, was rapidly coming to the conclusion that the only way of saving his own liberties and of preventing his own country from being attacked or even invaded was by seeing that the Allies were maintained in the fighting line. "They are holding the front line trenches; we must provide them with guns and shells and all that is necessary to keep the enemy at bay"—that was the attitude of an ever-growing number of American men and women. "Defend America by Aiding the Allies" was the name given to a Committee formed by Mr. William Allen White, one of

the leaders of the Republican Party, and among its members were listed Mr. H. L. Stimson, Col. Frank Knox, both prominent Republicans, Dr. N. M. Butler, the world-famous President of Columbia University, and many another prominent

air, of troops being landed from 'planes in open fields, on highways, and at civil air ports, of the treacherous use of the Fifth Column. . . In the face of such dangers it was necessary that essential equipment of all kinds must be obtained or produced for a much larger army. Military and naval equipment must be replaced or modernized; production of everything needed for the forces must be facilitated; and all Army and Navy contracts must be speeded up with the factories working on a 24-hour basis. Furthermore, the United States should be geared up to be able to turn out at least 50,000 'planes a year. But he was

careful to ask Congress not to take any action which would in any way hamper and delay the delivery of American-made 'planes to foreign nations which had ordered them, or which might seek to purchase more 'planes. "That, from the point of view of our own national defence, would be extremely short-sighted."



American personality. The Republicans, indeed, vied with the Democrats in urging the cause of the democracies, and it was not long before Mr. Wendell Willkie, the Republican nominee for the Presidency, was rivalling the President in his demands that aid to the Allies should be speeded up to the utmost.

Long before the Battle of the West had come to an end the great American republic had realized that it, too, was in danger, and so there was practically no opposition to the vast programme of rearmament on which it was now about to embark. In a special message to Congress on May 16 the President asked for a further \$1,182,000,000 for military purposes, so that the country might be put in a position to meet any lightning offensive. He begged Congress and the country to examine without self-deception the dangers which now confronted them. He painted a picture—and everyone knew that there was no touch of exaggeration in it—of motorized armies sweeping along at the rate of 200 miles a day, of hordes of parachutists being dropped from the

As the Allies reeled beneath the hammer-blows of the Nazis, the demand that they should be given all American help short of declaring war was voiced ever more loudly. As early as May 28 Mr. Willkie roundly declared that Britain and France constituted America's first line of defence, and urged that they should be given all possible help short of the dispatch of troops. General Pershing, leader of the American Expeditionary Force to France in 1917, declared that the Allies were "fighting a war for civilization and holding our front line," and that therefore war material should be dispatched to them in unlimited quantities.

Mr. William Allen White, in the name of his influential Committee, urged that more and more aircraft should be sent, that credits should be provided (so far, of course, all the orders executed for the Anglo-French Purchasing Commission had been strictly for cash); that, indeed, "all measures short of war" should be taken in support of the Allies. Some went even further—like Miss Dorothy Thompson, famous

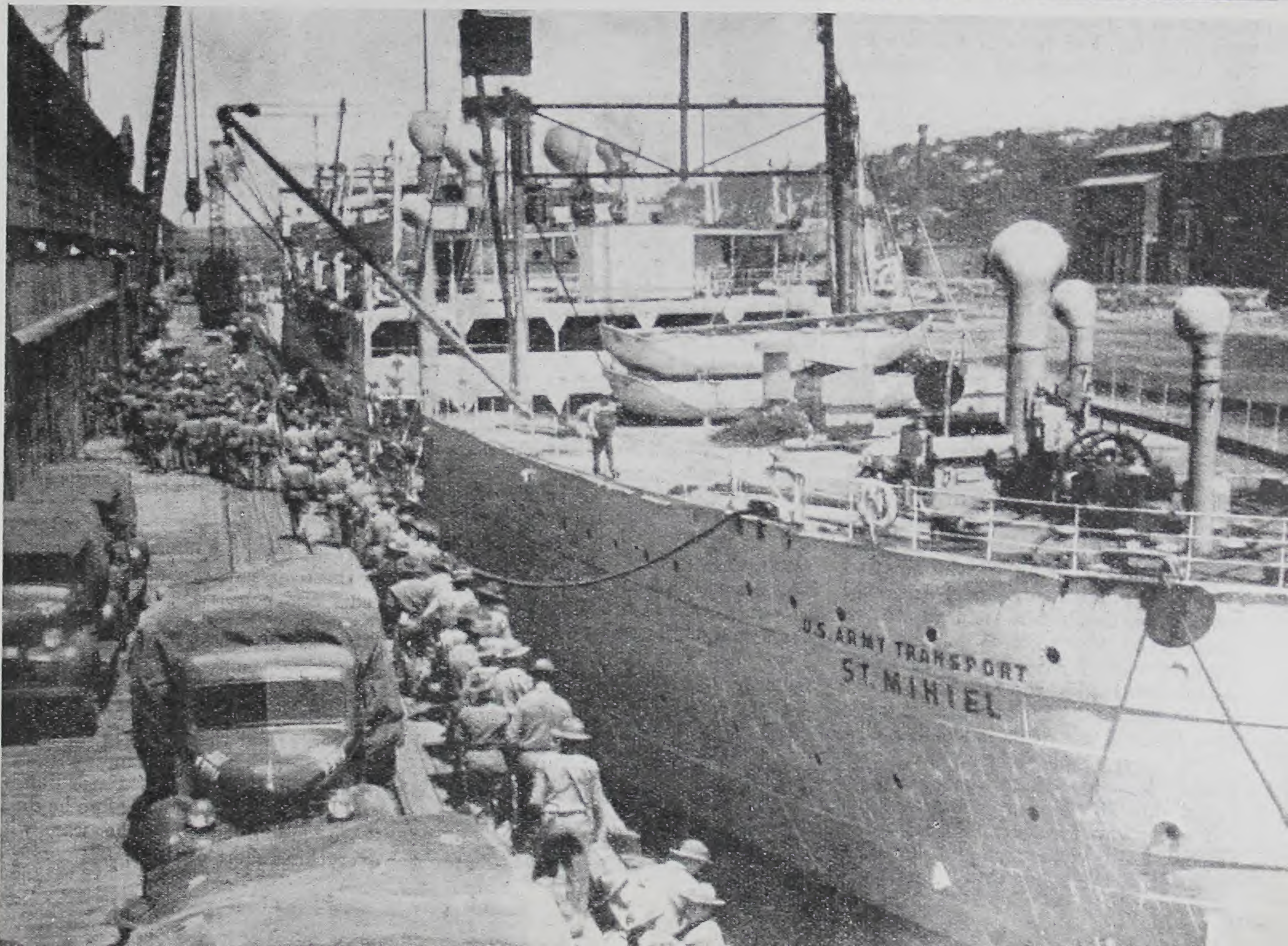




### THE SLUMBERING GIANT STIRS

Aroused to her imminent danger, the United States speeded up her arms production : at top, right, is a scene in the shell department of Frankford arsenal. She also strengthened her defences, and above are gunners manning an A.A. weapon in the Panama Canal Zone, while below is the transport 'St. Mihiel' taking on board at Seattle troops, guns and ammunition for defence of the Alaskan air bases.

*Photos, Associated Press ; Wide World*





columnist wife of Sinclair Lewis, who said in an open letter to Congress that if the United States were determined that the Nazi flag should not wave over the world, and that the principles of the Declaration of Independence and of Abraham Lincoln should not perish from the earth, then America should go to war, and go to war now.

In the Senate Mr. Key Pittman, Chairman of the Senate Foreign Relations Committee, boldly declared that the

"time had come for the United States to stand up before the nations of the world and declare that, while reasserting its non-belligerency, its neutrality in respect to the European war has come to an end."

The American people, he went on, had thought that by practising extreme neutrality they could insure themselves against the peril of war. But the small neutrals of Europe had thought so too, until their soil had been drenched with the blood of thousands of innocent victims.

"The fate of the Allies," he declared, "is likely to be decided in the next few weeks. Backed by every material aid that this country can spare, they can stand their ground and finally win. Regardless of the technicalities of neutrality, I urge that this aid be given . . ."

Then a fresh note of urgency was imported into the debate. France was cracking beneath the strain of battle, and not once but several times M. Rey-

**U.S.A. Applauds  
Britain's  
Stand**

naud asked President Roosevelt for 'planes and yet more 'planes. American aid, great as it was believed to be, did not arrive in sufficient quantities or in time to save Reynaud's Cabinet, and when he fell France slipped along the path which led to all the humiliation of the Armistice and post-Armistice periods. But Britain refused to be daunted by the collapse of her ally. Though in imminent danger of invasion, though deprived of the assistance of the French fleet and with many a flank left open through the defection of her ally, Britain was still fighting and still boldly declaring that whatever happened she intended to go on fighting, "if necessary for years, if necessary alone," until victory should be won. In America the spectacle of her deter-

mined stand led to an unparalleled outburst of sympathy and to an intensification of the demands that more, much more, should be done to give her instant aid. On June 21 President Roosevelt took into his Cabinet two of the most prominent of the Republicans, Henry L. Stimson, who had been Mr. Hoover's Secretary for War, and Col. Frank Knox, owner and publisher of the "Chicago Daily News," who was

appointed Secretary for the Navy. Both men had closely identified themselves with the demand for utmost aid to Britain; only a few days before his appointment Mr. Stimson had urged that 'planes and other

inevitably, and sooner rather than later, to the American continent. Now as never before the Americans realized—perhaps with a feeling of half-shame—that the real defender of their Atlantic shores was the British Navy, and they learned that their President had asked Mr. Churchill to give a guarantee that, in the event of Britain's defeat and downfall in Europe, the British Navy would never be allowed to fall into the hands of the Germans.

There were still isolationists in America, for America is a big place and the Americans are a mixed bunch. To the rancher in the Middle West, the miner in Arizona, the fruit farmer in California, the battle that was raging on the Somme or in the English Channel must have seemed very, very far away. But the Americans are possessed of a Press which, whatever its faults, keeps



#### 'NATIONAL SERVICE TRANSCENDS POLITICS'

On June 21, 1940, President Roosevelt, 'on behalf of national defence,' nominated two prominent Republicans to his Cabinet: Colonel Frank Knox (top) as Secretary for the Navy; and Henry L. Stimson (here seen taking the oath in the presence of Mr. Roosevelt) as Secretary for War.

*Photos, Associated Press; Topical*

munitions should be dispatched to Britain and France "by every means in our power, if necessary in our own ships and under convoy," and Colonel Knox had day by day argued in the columns of his powerful journal that "every day we delay in aiding the Allies, we delay our own defence."

Now the American public were left with no excuse for ignorance of the real state of affairs; they were told as plainly as they could be told that if Britain followed France into the pit of defeat then the war would be brought

its readers thoroughly well informed as to the course of events in other continents and countries; and long before the summer had passed into autumn the great majority of the American people—whether they lived in New York or New Orleans, whether they tapped a typewriter on the 25th floor of a skyscraper, or did the chores in a shack in Arizona, or picked cotton in Tennessee—realized the truth of old Senator Borah's admission made shortly before he died: "We are already in the war, with everything short of soldiers."



## ROOSEVELT ON THE FUTILITY OF ISOLATION

The impossibility of holding aloof and an increasing urgency for new defence measures were the two subjects which President Roosevelt sought to impress upon the American people early in 1940. We give extracts from four important speeches: first, his message to Congress, January 3; second, a broadcast address, March 16; third, a message to Congress, May 16; and last, a broadcast to the American people, May 26.

I CAN understand the feelings of those who warn the nation that they will never again consent to the sending of American youth on the soil of Europe. But as I remember nobody has asked them to consent, for nobody expects such an undertaking. The overwhelming majority of my fellow-citizens do not abandon in the slightest their hope and expectation that the United States will not become involved in military participation in the war.

I can also understand the wishfulness of those who oversimplify the situation by repeating that all we have to do is to mind our own business and keep the nation from war.

But there is a vast difference between keeping from war and pretending this war is none of our business. We have not to go to war with other nations, but at least we can strive with other nations to encourage the kind of peace that will lighten the troubles of the world and by so doing help our own nation as well.

It becomes clearer and clearer that the future world will be a shabby and dangerous place to live in, even for Americans, if it is ruled by force in the hands of the few. Already swiftly moving events all over Europe have made us pause to think in a longer view. Fortunately, that thinking cannot be controlled by partisanship. The time is long past when any political party or any particular group can curry or capture public favour by labelling itself "the peace party" or "the peace bloc." That label belongs to the whole of the United States and to every right-thinking man, woman and child within it. . . .

We must look ahead and see the possibilities for our children if the rest of the world comes to be dominated by concentrated force alone. We must look ahead to see the effect of our own future if all small nations throughout the world have their independence snatched from them, or become the mere appendages to vast and powerful military systems.

We must look ahead to see the kind of lives our children would have to lead if a large part of the rest of the world were compelled to worship the god imposed by a military ruler, or were forbidden to worship God at all; if the rest of the world were forbidden to read and hear facts, and were deprived of the truth which makes men free.

We must look ahead and see the effect on our future generations if world trade is controlled by any nation or group of nations which sets up that control through force.

It is true, of course, that the record of past centuries includes the destruction of many small nations, and includes the enslavement of people and the building of empires on the foundation of force. But quite apart from the greater international morality which we seek today, we recognize the practical fact that, with modern weapons and modern conditions, modern man can no longer lead a civilized life if we are to go back to the practice of wars of conquest of the 17th and 18th centuries. . . .

Of course, the peoples of other nations have the right to choose their own form of government, but we in this nation still believe that such a choice should be predicated on certain freedoms which we think essential everywhere. We know we ourselves will never be wholly safe at home unless other Governments recognize such freedoms. . . . [Jan. 3, 1940.]

THE early feudal days set castle against castle, which ended only in the setting up of governments able to maintain order within their states. Today we seem once more to be in an era in which organized attacks are seeking to divide men and nations from one another. Religion seeks not to divide but to unite, by the old method of goodwill. In the dark days of the present that ideal has been maintained in the minds and hearts of the average citizens of all nations.

Today we seek a moral basis for peace. It cannot be a real peace if it fails to recognize brotherhood. It cannot be a lasting peace if the fruit of it is oppression, starvation, cruelty, or human life dominated by armed camps. It cannot be a sound peace if small nations live in fear of powerful neighbours. It cannot be a moral peace if freedom from invasion is denied to the small nations. It cannot be an intelligent peace if it denies free passage throughout the world to that knowledge of ideals which permits men to find common ground. It cannot be a righteous peace if the worship of God is denied. [Mar. 16, 1940.]

THESE are ominous days—days whose swift and shocking developments force every neutral nation to look to its defences in the light of new factors. New powers of destruction, incredibly swift and deadly, have been developed. Those who wield them are ruthless and daring. No old defence is so strong that it requires no further strengthening, and no attack is so unlikely or impossible that it may be ignored. Let us examine without self-deception the dangers which confront us. Let us measure our strength and our defence without self-delusion. . . .

Our own vital interests are widespread. More than ever the protection of the whole American hemisphere against invasion or control or domination by non-American nations has the united support of the 21 American republics, including the United States. And more than ever in the past this protection calls for ready-at-hand weapons capable of great mobility because of the potential speed of modern attack. . . .

We have had the lesson before us over and over again. Nations that were not ready found themselves overrun by the enemy. So-called impregnable fortifications no longer exist. An effective defence by its very nature requires the equipment to attack the aggressor on his route before he can establish strong bases within the territory of American vital interests. . . . Our task is plain. Our defences must be invulnerable, our security absolute. [May 16, 1940.]

OBVIOUSLY a defence policy based on the idea of isolationism for the Americas is merely to invite a future attack. For those who had closed their eyes, for any of many isolationist reasons, and for those who would not admit the possibility of the "approaching storm," the past two weeks have meant the shattering of many illusions. They have lost the illusion that we are remote and isolated, and therefore secure against dangers from which no other land is free. In some quarters, with this rude awakening has come fear bordering upon panic. It is said that we are defenceless. It is whispered by some that only by abandoning our freedom, our ideals, our way of life, can we build our defences adequately, can we match the strength of our aggressors.

I have not shared these illusions; I do not share these fears. We are now more realistic, but let us not be calamity howlers and discount our strength. Let us have done with both fears and illusions. . . . Today's threat to our national security is not a matter for military weapons alone. We know of new methods of attack, the "Trojan Horse," the fifth column that betrays a nation not prepared for treachery. Spies, saboteurs and traitors are the actors in this new strategy. With all these we must deal vigorously.

At this time when the world—and the world includes our own American hemisphere—is threatened by forces of destruction, it is my resolve and yours to build up our armed defences to whatever heights the future may require. We shall build them swiftly, as the methods of warfare swiftly change. We defend, we build a way of life not for America alone but for all mankind. [May 26, 1940.]



# MERCHANT SHIPPING POSITION AFTER THE LOSS OF THE CHANNEL PORTS

*Nazi Control of Channel Ports Changes the Shipping Situation—Meeting the Menace of Bomb and Torpedo—Policing the Mediterranean—South-about Round the Cape—Busy North Atlantic Route—Debits and Credits After the German Conquests—Nazi Counter-Blockade—Raider in the South Atlantic—Captain Arundell's Log—Losses off Norway—Ex-Passenger Liners Sunk by the Enemy—The 'Meknès' Outrage*

**E**VENTS on the continent of Europe in the spring of 1940 were dramatic and far-reaching. Their influence on the two blockades, British and German, was equally profound. When Germany had completed her conquest of Denmark, Norway, Holland, Belgium and France in turn, and had persuaded Italy to enter the war in her support, the British blockade of Germany and occupied Europe became far nearer complete than had been possible when Scandinavia and the Low Countries were neutral. Supplies of many essential commodities no longer leaked through as they had done before; or, if they did, the scale of leakage was insignificant. The British occupation of Iceland and the Faroe Islands was an important factor in preventing blockade-running to the Norwegian coast. While, however, the British blockade became far tighter, Germany's looting of the countries she had conquered added temporarily to her reserves of food and of some raw materials; she also gained access to the production of those countries—subject always to the restrictive activities of the Royal Air Force.

On the other hand, the effects of the Blitzkrieg on the German attempt to blockade the British Isles by sinking merchant shipping wherever it could be found, regardless of nationality, were even more apparent. From this and other causes, by the end of June the shipping situation had altered completely.

A full examination of the changes which occurred in May and June is important for an understanding of vital factors affecting the

**After France** later course of the war.

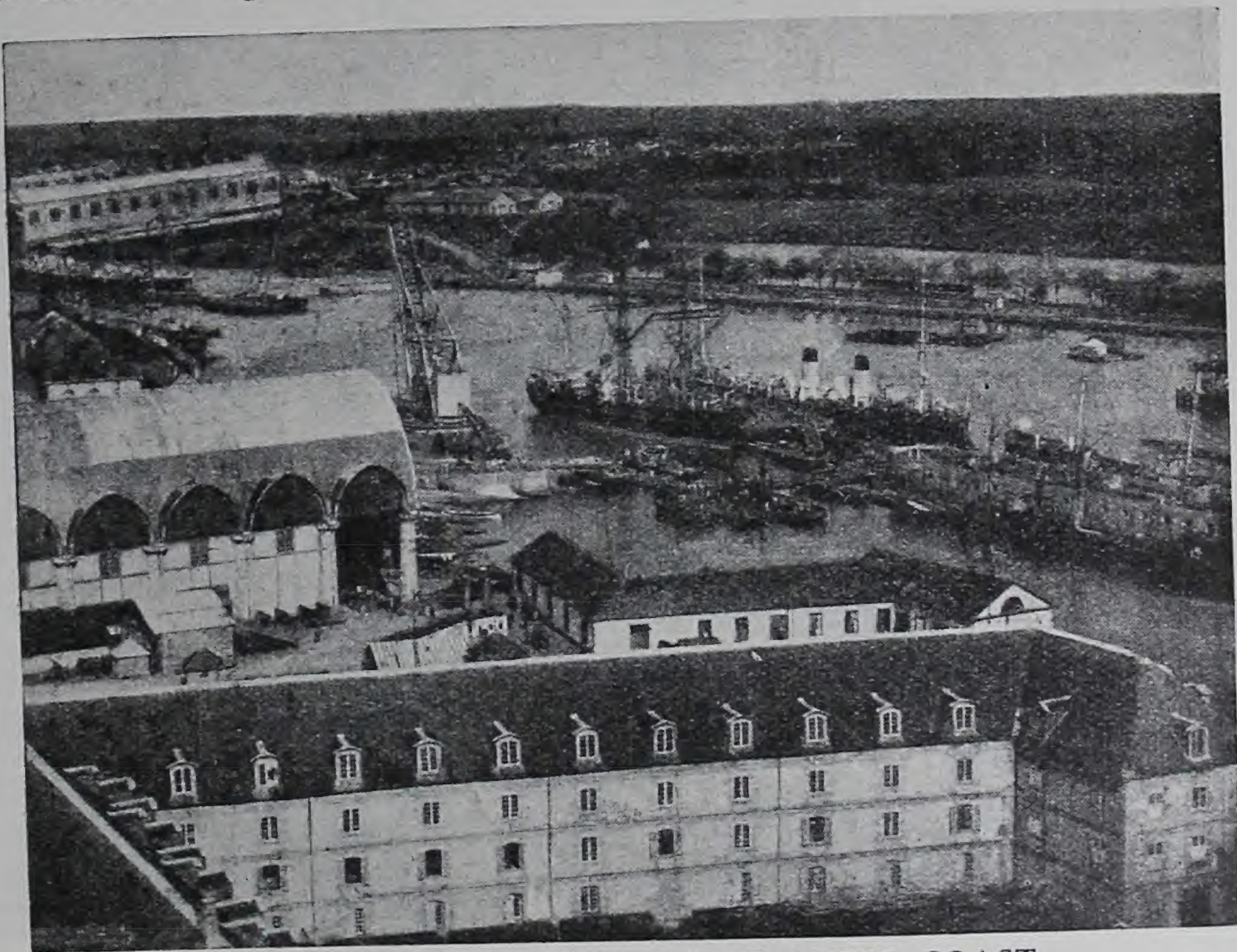
**Collapsed** In the first place, Germany's occupation of the long coastline stretching from North Cape in the Arctic to the Spanish frontier gave her bases from which submarines and aircraft could operate on practically every approach to the British Isles. Strategically, her position suddenly became almost ideal; it could only have been improved had it been possible—which it was not, owing to Britain's command

of the sea—for Germany to have taken and held Iceland. The English Channel was menaced not merely by the proximity of German bomber, submarine and E-boat (motor torpedo-boat) bases, but by enemy coastal batteries established opposite Dover. The whole of the British eastern coast was vulnerable to air attack, and its approaches to submarine attack. The coastal trade on the east coast was shielded from submarines and E-boats by the huge mine barrage established at the beginning of the war. In regard to the western approaches, these were open to attack by long-range bombers and by submarines based on French ports in the Bay of Biscay and others facing the Channel.

To a considerable extent these factors favourable to Germany could have been minimized by strengthening the convoy system—i.e. enlarging the naval escorts and reducing the number of merchant ships in each convoy—

and also by increasing the defensive air patrols of the Coastal Command. But it was not possible to adopt either course on the scale required. The explanation involves Italy's entry into the war. The most important effect on the shipping situation was indirect, for few Italian submarines were able to slip past Gibraltar to aid Germany in the Atlantic blockade. Indeed, according to official Italian claims—usually exaggerated—only 33 merchant ships had been sunk up to December 10, 1940. This claim was a revealing indication of the amount of support Germany had obtained from the Italian fleet; the communiqué referred, of course, to all operations—by surface and underwater craft, in the Mediterranean, Atlantic and Red Sea.

The indirect result of Italy's entry into the war was the need to strengthen the British Mediterranean Fleet. British forces in the Mediterranean during the first few months of 1940 were

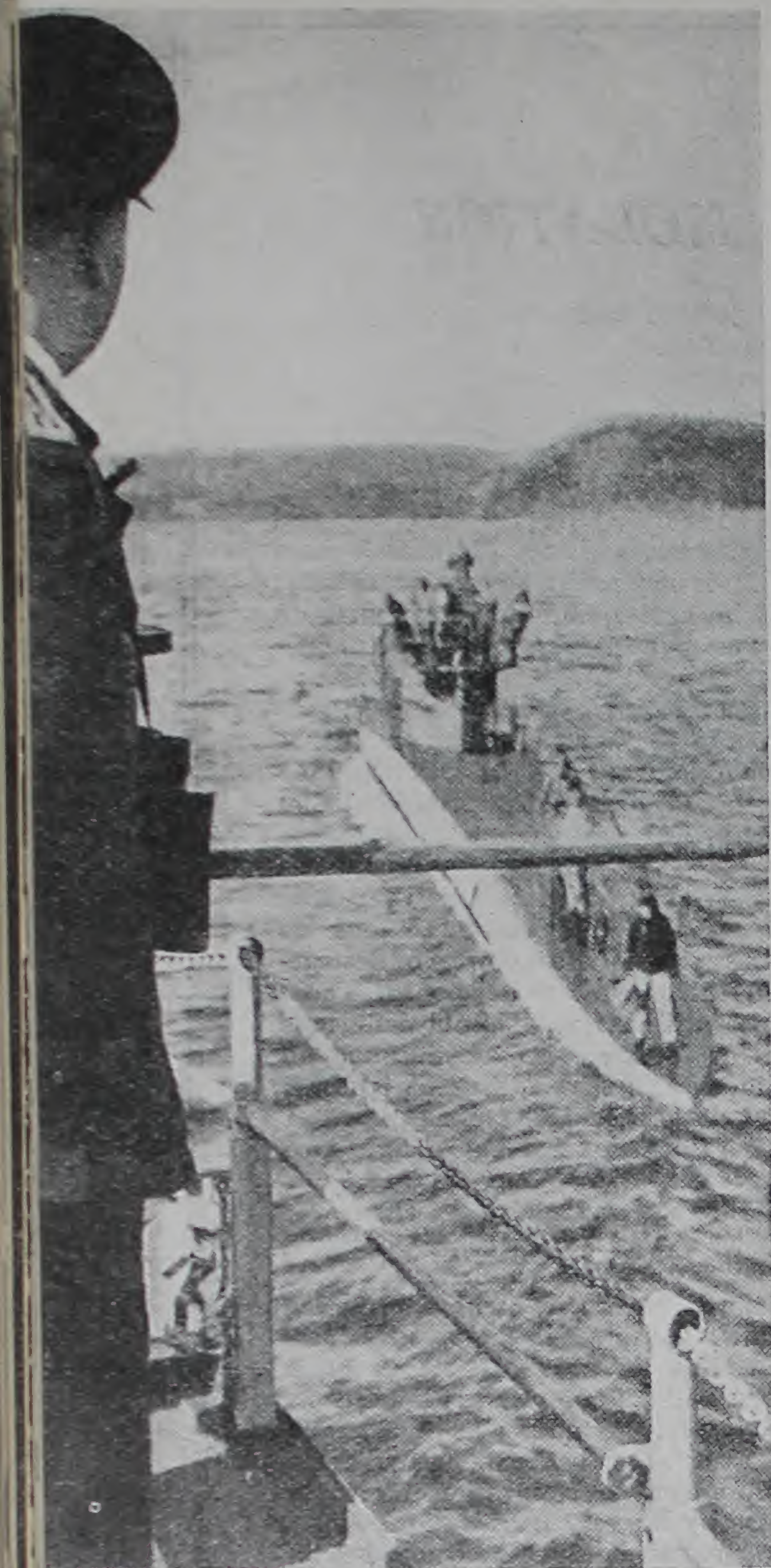


**U-BOAT LAIR ON FRENCH ATLANTIC COAST**

The French naval port of Lorient became one of the chief bases from which U-boats carried out their war against British shipping. Its shipbuilding yards, magazines, docks and armament works soon felt the effect of the heavy counter-offensive by our bomber squadrons, which in the ensuing months attacked Lorient almost daily. The Avant Port de Guerre and naval barracks are here seen.

*Photo, E.N.A.*





#### GLIMPSES OF U-BOAT CAMPAIGN THROUGH GERMAN EYES

Admiral Marshall, after distributing decorations to the crew of a U-boat just back from a marauding expedition, wishes the men 'Good Luck!' Below, on the conning tower of another submarine, is a caricature of Mr. Churchill with the words 'You have been told!' and also the claim that 115,000 tons of shipping had been sunk. The top left-hand photograph shows a U-boat leaving port escorted by a destroyer; a close-up of the look-out man is given below, right.

*Photos, E.N.A.; Keystone; Fox.*





undoubtedly greatly inferior to those which Mussolini could muster, but the balance was restored before the opposing fleet became an enemy. The additional strength had to come from other theatres of war, where the principal task was the escorting of merchant ships, and at a time when the shipping situation required an increase and not a diminution in naval escorts. Thus it was vital to Germany's blockade tactics that the Italian fleet should not risk any engagement in the Mediterranean which might so affect the balance of forces that British units could be released for escort duties in the Atlantic.

Up to this period of the war there had been no question as to the efficiency of the convoy system. The last mention



#### DANISH AND NORWEGIAN SHIPPING COME TO BRITAIN

The Nazis tried to persuade Danish and Norwegian skippers to put into Spanish and Italian harbours, but Britain broadcast an appeal to the merchantmen to bring their cargoes to our ports. Here Danish bacon is being unloaded at a West Coast port. Mr. I. Hysing Olsen, a leading Norwegian shipowner, took over control from London of his country's merchant fleet.

*Photos, "Evening Standard"; Fox*

of convoy figures to be made in the weekly Admiralty statements was in the notice issued on July 16. This pointed out that, measured in terms of tonnage, nearly one hundred million tons gross of shipping had at that time been escorted by H.M. ships since the war began, representing a cargo capacity of about 150 million tons. The tonnage of the 47 ships which had been lost was about one quarter of 1 per cent of the gross tonnage convoyed. In numbers, about 28,000 ships had been escorted up to that date, and of the total of 47 ships lost, no fewer than seven had been sunk in the previous week.

As for the question of increasing air escorts, the intensification of the war in the air made this difficult at a time when British air strength was relatively so inferior to that of Germany and an invasion of the British

#### Threatened Invasion

Isles was threatened. The invasion threat, incidentally, also meant maintaining stronger naval patrols in the English Channel than would otherwise have been necessary; and this again was a drain on the forces available for convoy duties—particularly on destroyers.

The result of the operation of all these adverse factors is clearly shown by the Table in page 1062 and the graph in page 1068. The curve of British losses moved sharply upwards in June. The tonnage loss in this month was more than double the figure for May, even excluding the semi-naval losses off the French ports during the evacuation of the B.E.F. There was a further rise in succeeding months. In July an average of 57,000 tons gross of British shipping was lost per week, compared with an average of 17,500 tons in May. It became apparent that this considerable increase in sinkings reflected an intensified effort by Germany. The cutting of Britain's vital communications with the Empire, America and other overseas sources of supplies on which the British war effort was utterly dependent became, indeed, Germany's principal offensive aim.

Germany's ability greatly to improve her counter-blockade as a result of her conquests in Europe was only one of several factors responsible for the complete change in the shipping position at this time.

#### Result of German Conquests

In summary, the other factors were (1) the relief to British shipping of the burden of carrying considerable cargoes to France, for that country had been far from self-supporting in ships; (2) the loss to Britain of the near sources of supplies in Scandinavia, the Low Countries and France;





Photo, Fox

#### OUR NAVY MAINTAINS ITS TRADITIONS

When approached in Northern waters by a British warship at the beginning of March, 1940, the German merchantman 'Arucas,' trying to run the blockade with a valuable cargo of mercury, was scuttled by her crew, who then took to the boats. One boat capsized, but a number of the men were rescued by lifelines. The other boat was brought against the lee side of the warship, and in this photograph her occupants are seen being helped to safety by British sailors, some of whom jumped into the icy waters for this purpose. Of 53 men on board the 'Arucas,' 40 were saved ; three others died after being taken from the sea. (See also illustrations, page 1069.)





LIFTWAVE

11

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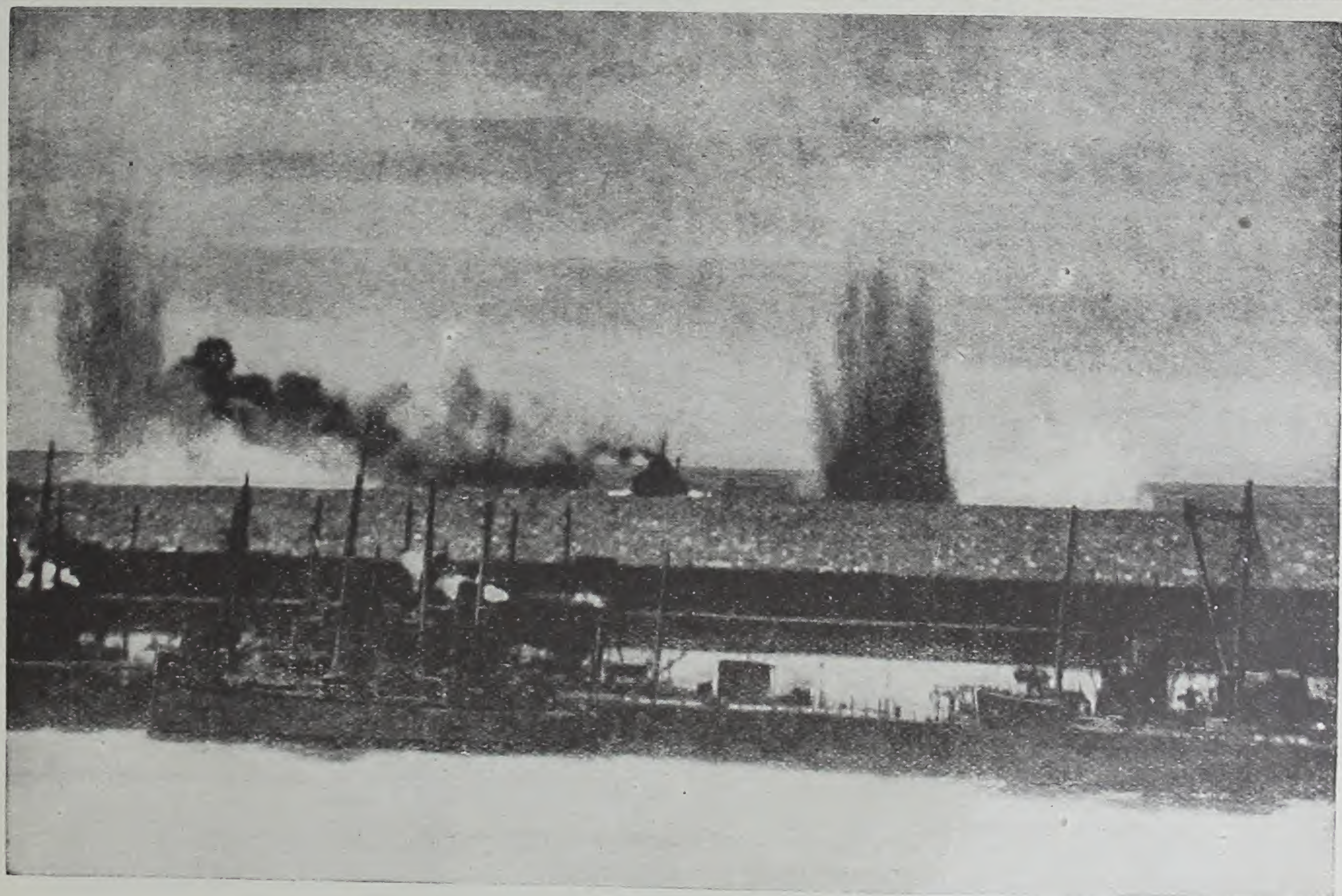
## FAILS TO STOP CONVOYS

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sh Official: Crown  
Planet News: Fox







# BRITAIN'S OVERSEAS TRADE WENT ON DESPITE THE NAZIS

Britain's export trade was well described by the President of the Board of Trade as one of her war weapons, and many industries were encouraged to divert as much as possible of their output to export markets. Commodities as different in nature as biscuits and pottery were shipped abroad in large quantities, and this photograph shows a new British freighter making her way out into the ocean from a home port. Projecting from her bows is an anti-mine device.

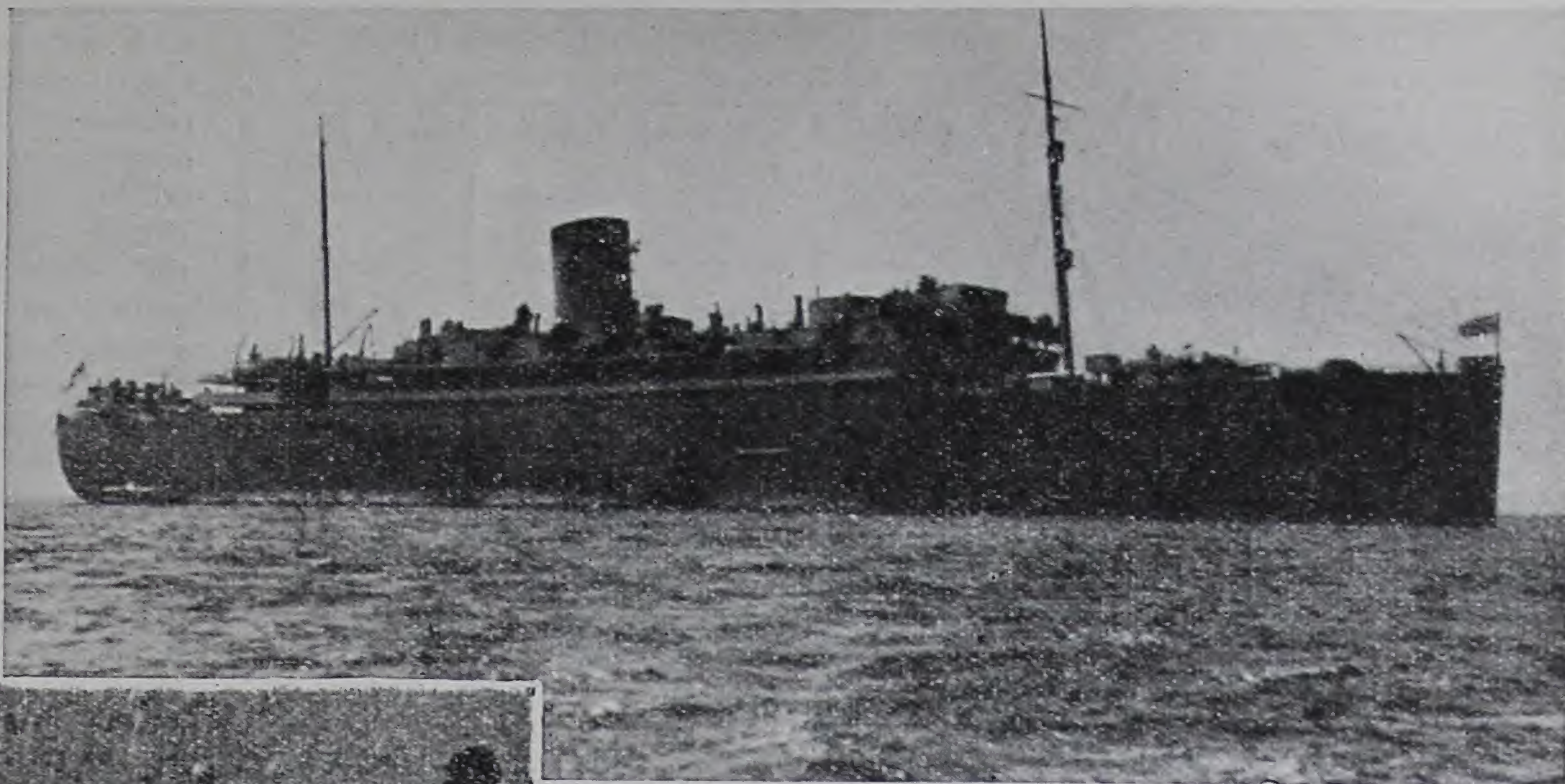
Photo. "The Times"



## THE 'ALCANTARA' MEETS THE 'NARVIK'

On July 23, 1940, the former Royal Mail liner 'Alcantara' engaged the Nazi raider 'Narvik' off Brazil. The enemy was hit and had to reduce speed, but made off under a smoke screen. One of her shells holed the 'Alcantara' in the engine room (below), and the British vessel also lost speed, so much so that she could not keep the raider within range. Note that the 'Alcantara' has lost her foremost funnel. She put into Rio de Janeiro for repairs, where these photographs were taken.

*Photos, Keystone*



and (3) the huge increase in the tonnage available for Allied service brought about mainly by the decision of Norway, Holland and Belgium to join in the struggle against Hitler. The first of these factors need not be enlarged upon, except to remark that it was also no longer necessary to maintain in food and equipment a large Continental army. The second and third factors tended to cancel each other out in terms of importing capacity, leaving a favourable balance which, on a short view, more than compensated for the intensified sinking campaign.

ping by increasing the length of haul. This course was adopted by the Admiralty when it became clear that Italy was preparing for war, and came into effect on May 1. Although the British Fleet retained command of the Mediterranean, merchant ships continued to be diverted to the Cape route. Imports from eastern Mediterranean countries were carried via the Suez Canal, an anomaly of world trading which, for all his vision, Ferdinand de Lesseps could hardly have foreseen! Geographically, the Mediterranean is ideal for surprise commerce raiding;

With the cutting off of the occupied countries as sources of supply, the nearest route (formerly the English Channel and the North Sea) was now the North Atlantic. Agricultural produce, timber, ores, etc., had to be fetched from farther afield, so that many more ships were needed to carry a given quantity of imports in a given period. Stricter rationing of foods and unessential imported goods was brought in to relieve the pressure on tonnage.

The closing of the Mediterranean route also reduced the amount of available ship-

Britain could have continued to use this route only by providing such strong naval escorts as to make the proposition impracticable.

Without the addition to the Allied shipping resources of the merchant fleets of Norway, Holland and Belgium, and of the French and Danish ships voluntarily surrendered or forcibly acquired, the course of events as described above would, in the summer of 1940, have brought the peril of starvation and industrial immobilization much nearer than the peril of invasion. The volume of tonnage which came into



### SKIPPER OF THE 'HAXBY'

Capt. Arundell, of the 'Haxby,' was for weeks a prisoner aboard a Nazi raider. Transferred by his captors to a Norwegian vessel, he was rescued by the British submarine 'Truant' and landed at Gibraltar. (See text p. 1067.) *Photo, Associated Press*



## ALLIED AND NEUTRAL MERCHANT SHIPPING LOSSES FROM ENEMY ACTION

	Sept. 3, 1939- April 30, 1940	May 1- June 2	June 3- June 30	July 1- July 28	Sept. 3, 1939- July 28, 1940
	Tons gross	Tons gross	Tons gross	Tons gross	Tons gross
<b>BRITISH</b>					
(a) Mercantile voyages	732,396	82,697	190,603	226,385	1,232,081
(b) Naval operations	—	30,516	40,915	—	71,431
(c) Naval auxiliaries	16,697	2,886	92,230	—	111,813
(d) Naval trawlers	7,743	5,061	131	2,300	15,235
	756,836	121,160	323,879	228,685	1,430,560
<b>ALLIED ..</b>	112,833	135,824	157,838	42,852	449,347
	869,669	256,984	481,717	271,537	1,879,907
<b>NEUTRAL ..</b>	523,514	47,545	96,411	60,536	728,006
<b>Totals ..</b>	<b>1,393,183</b>	<b>304,529</b>	<b>578,128</b>	<b>332,073</b>	<b>2,607,913</b>

(a) Includes fishing vessels.

(b) Merchant ships diverted for use in combined naval and military operations during evacuation of the British Expeditionary Force from French ports.

(c) Merchant vessels, except trawlers, converted for service as armed merchant cruisers, transports, etc.

(d) Fishing vessels converted for naval duties, e.g. minesweeping.

Allied service as a result of the extension of the war during April to June 1940 amounted to more than 7,000,000 tons gross—equal to nearly two years' losses of British and Allied shipping at the high loss rate established during July. The

ENEMY MERCHANT SHIPPING LOSSES TO AUGUST 4, 1940			
	Sunk	Captured	Total
	Tons gross	Tons gross	Tons gross
<b>GERMAN ..</b>	660,000	258,000	918,000
<b>ITALIAN ..</b>	105,000	150,000	255,000
<b>Totals ..</b>	<b>765,000</b>	<b>408,000</b>	<b>1,173,000</b>

total was made up of about 3,750,000 tons of Norwegian shipping (vessels of a very serviceable type), about 2,000,000 tons of Dutch shipping, and about 350,000 tons of Belgian, making 6,100,000 tons for the three new Allies; in addition, about 800,000 tons of Danish and French ships came into British

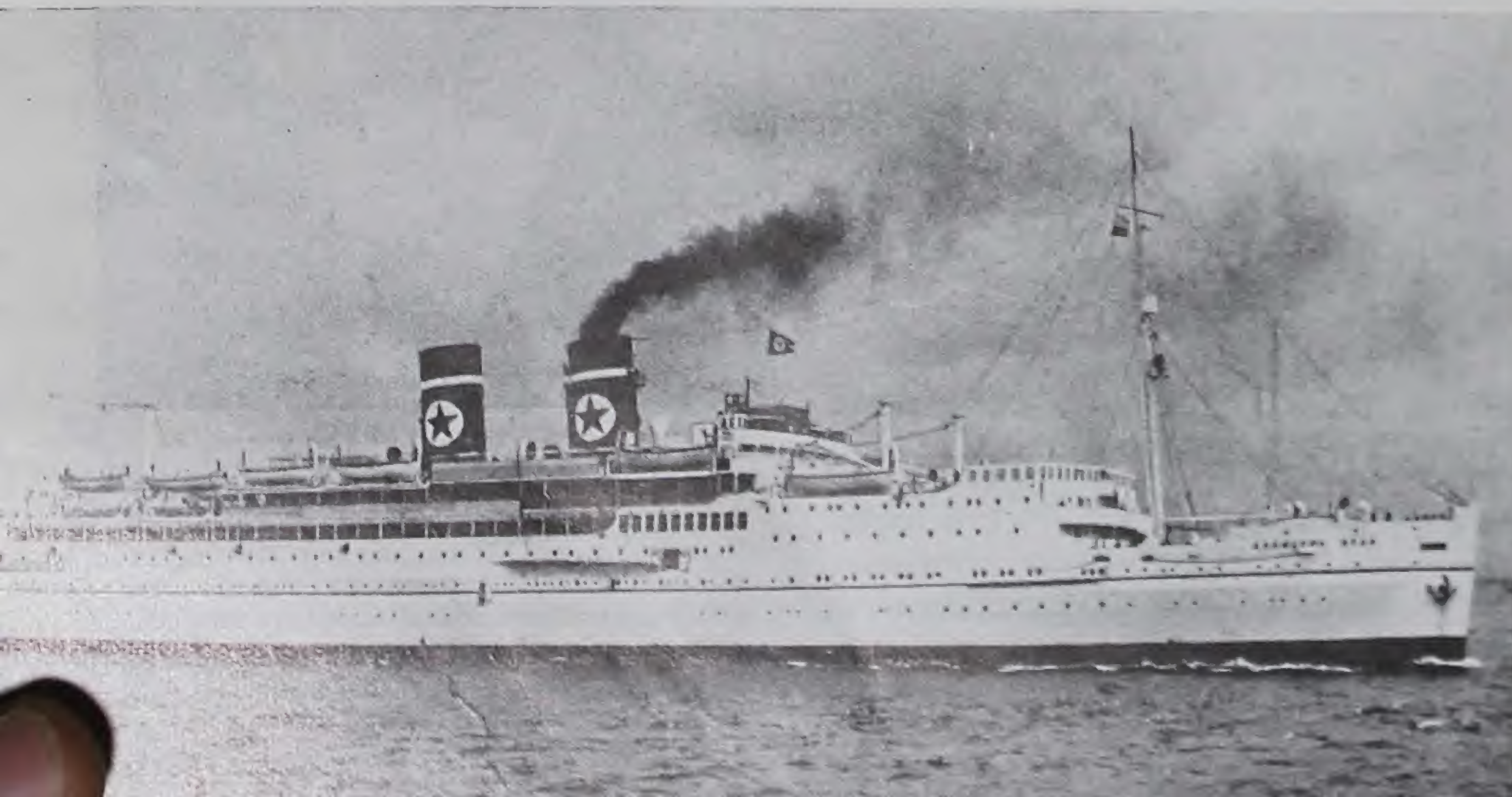
service, and about 150,000 tons of the Italian mercantile marine were captured. A certain amount of the shipping of our new Allies, particularly Norwegian, was already on time-charter to the British Ministry of Shipping, but the continued service of these vessels was now assured.

Shortly after the invasion of the countries which became Allies, the respective governments requisitioned

### NAZI PRINCIPLES IN PRACTICE

Nazi doctrines were never more truly exemplified than in the torpedoing of the Blue Star liner 'Arandora Star' on July 2, 1940. She was taking about 1,500 Axis nationals to an internment camp overseas. Mainly because they fought among themselves for places in the lifeboats, 470 Italians and 143 Germans lost their lives in this disaster.

Photo, P. A. Vicary



their national fleets by royal decree. In each case administration was vested in special shipping and trading committees established in London and working in cooperation with the British Ministry of Shipping. The ships required by the British authorities were obtained from the committees under special agreements, on much the same lines as vessels had been time-chartered from the shipowners of those countries before Germany had violated their neutrality. The rates of hire were, for various reasons, generally higher than the requisition rates for similar British vessels, the whole of the British ocean going merchant fleet now being under requisition, as explained in Chapter 66. Thus, there was no system of coordinated



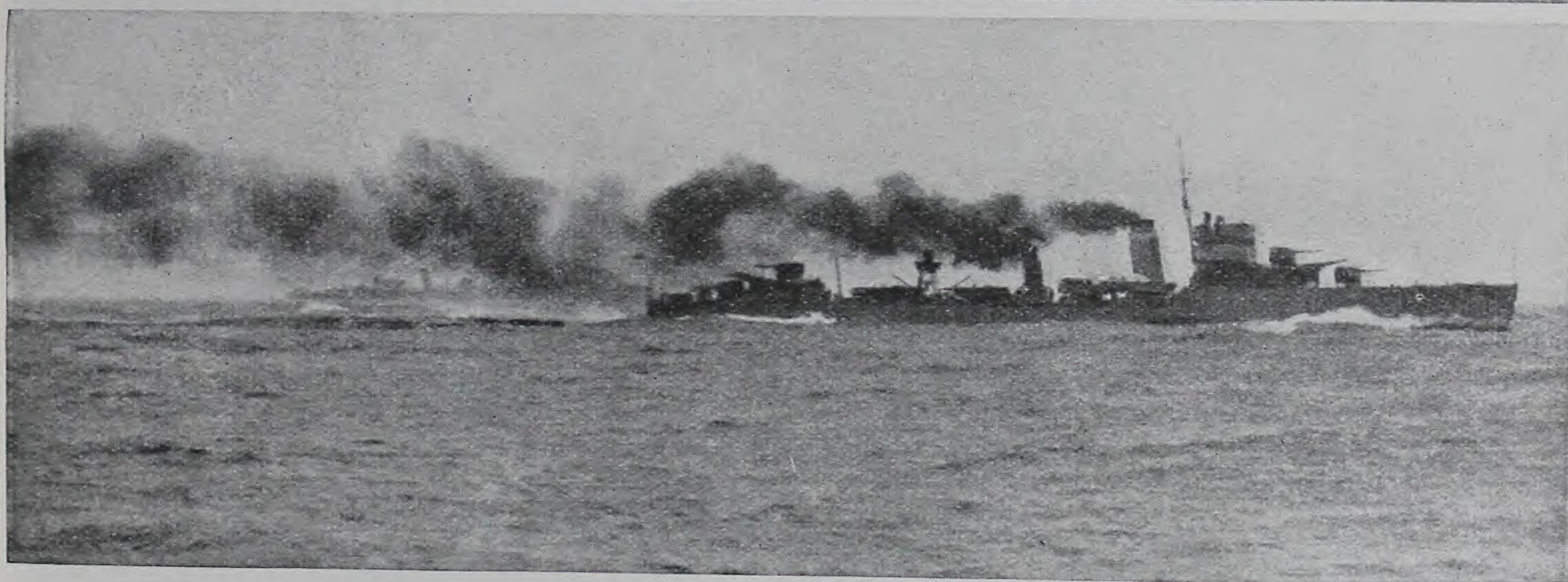
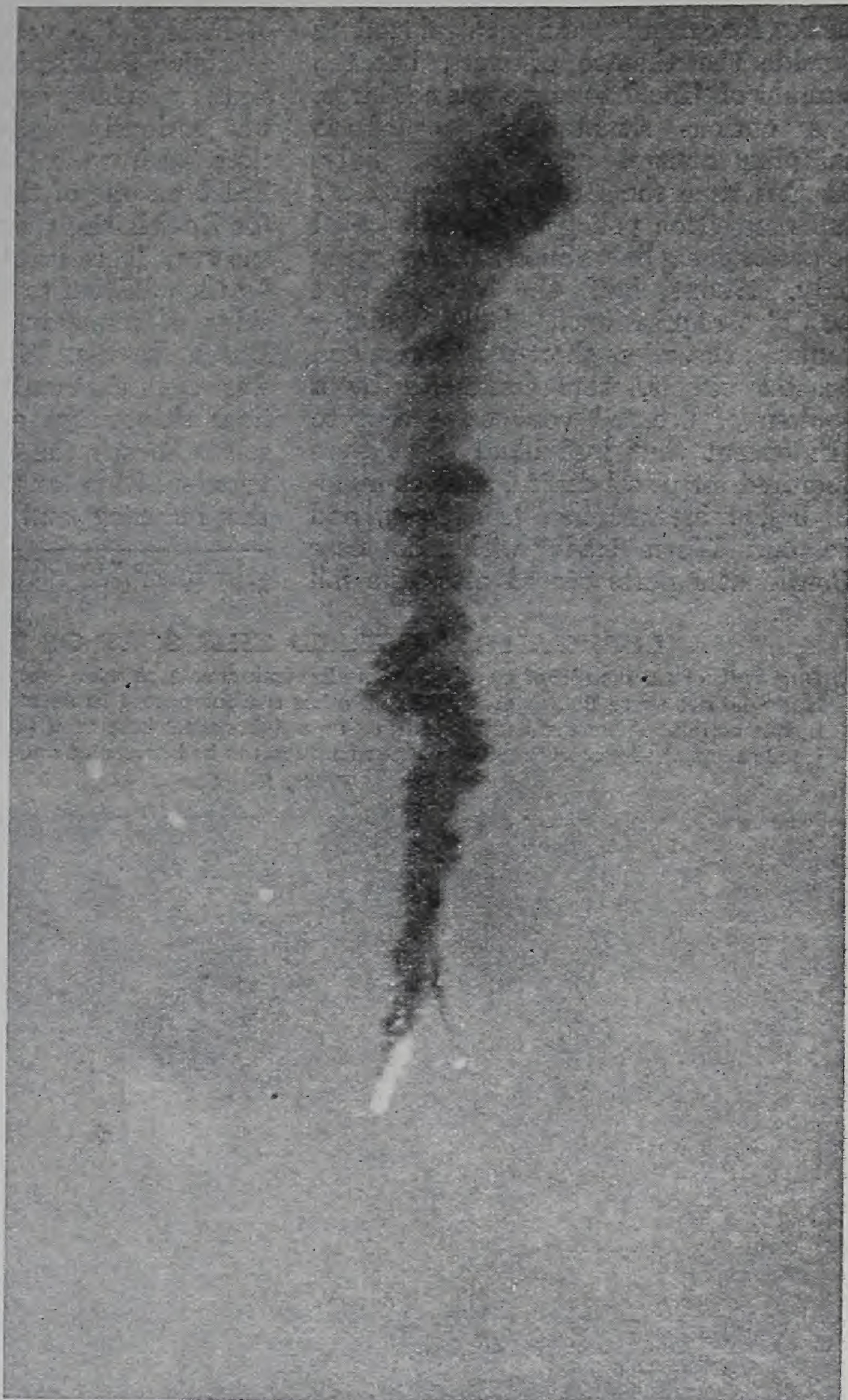
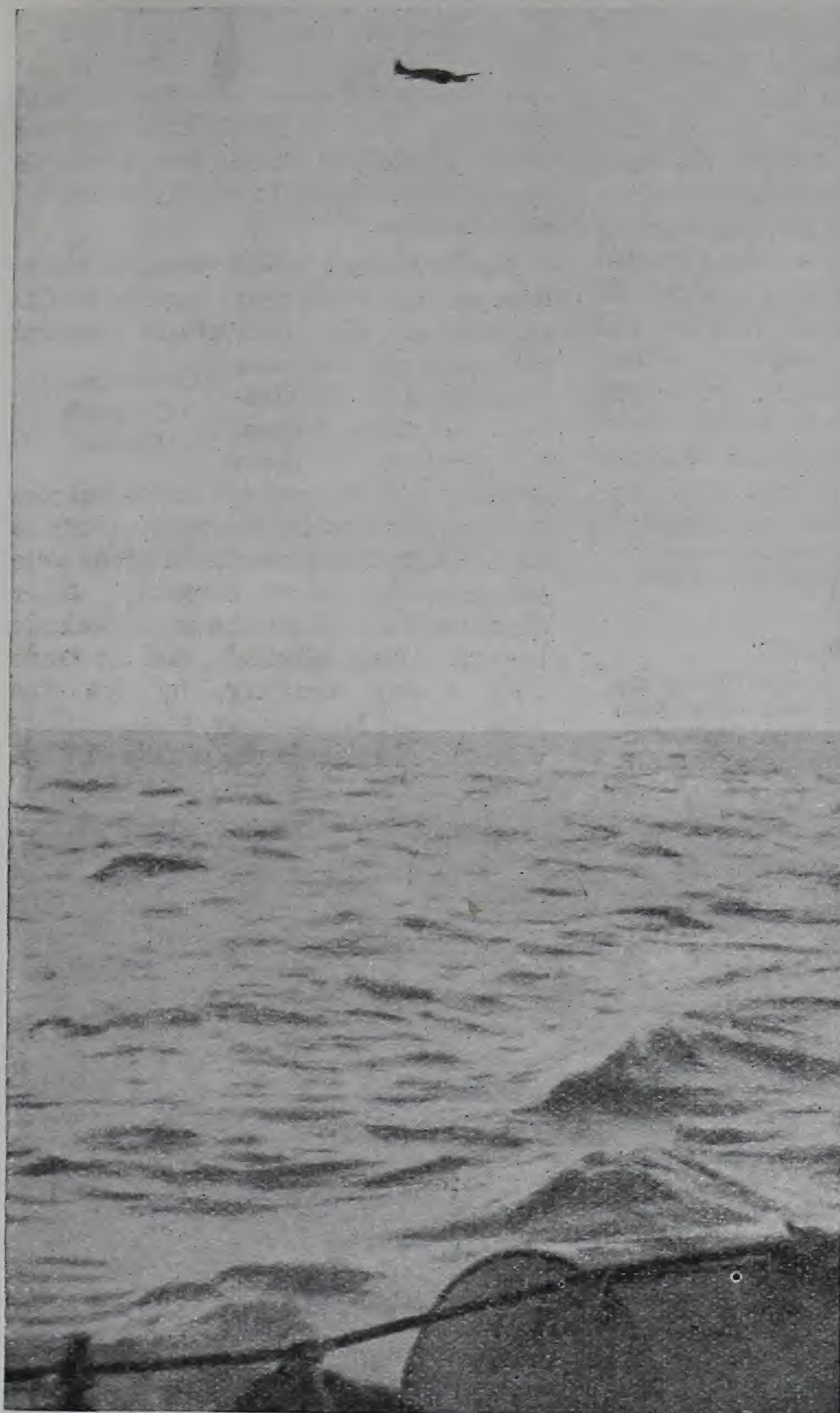
### FUTURE SKIPPERS IN TRAINING

These young men are being trained at the Fleetwood School of Navigation to take up posts on merchantmen. Here a group of students is seen receiving instruction about compass deviation.

Photo, Fox

Allied shipping control; instead, the Ministry of Shipping had undivided control over British ships it had requisitioned, the foreign ships it had chartered from Allies and neutrals, and the Danish, French and enemy ships temporarily acquired or captured. The remaining Allied tonnage was operated by the shipping and trading committees, either in the Colonial trades (Dutch East





### NAZI ATTACK ON CONVOY BRINGS SWIFT RETRIBUTION

After getting control of the Channel ports in the summer of 1940, the Germans hoped to paralyse British shipping by aerial attacks, but failed utterly in this attempt. These photographs show how one dive-bomber met its fate. A convoy was steaming along off the East Coast when a raider appeared (top, left) and swooped to the assault. The escorting destroyer (above) moved up to cover the convoy and opened fire, bringing down the Nazi in flames (top, right).

*Photos, G.P.U.*



Indies, for example) or in neutral trading outside the theatre of war; but the amount of "free" tonnage was not large.

A curious situation in regard to shipping control arose during July. At this time the British Government's full requisition policy had been applied to ocean-going liners and tramp shipping only. About half the tanker fleet was also requisitioned. The remaining tankers, as well as short-sea traders and coastal vessels, were controlled by a system of licensed voyages, except to the extent that individual ships were required for naval duties, such as mine-laying, minesweeping, transports, and so on. When trade with the near Continental ports ceased after the fall

of France, the volume of employment available to British coastal shipping\*—and particularly coastal liner shipping—was seriously restricted. Up to that time, for instance, the French coal trade had been one of the most active routes for British ships since the beginning of the war. This situation was accentuated by the addition to the supply of coastal ships of numerous small Belgian and Dutch vessels. The economic effects were such that early in July the coastal liner shipowners agreed among themselves to ask the Minister of Shipping to requisition outright this section of the industry and thus guarantee its

\*The term "coastal" included ports within the limits of the Elbe and Brest.

remuneration, on however small a scale. This was probably unique in the relationship between Government and industry. The request was granted later, by which time the available employment had, however, increased considerably.

Another result of the changed situation on the Continent was to render superfluous the contraband control stations which had been established in the Orkneys and at the Downs. The purpose of these stations was to examine ships' cargoes destined for near-by European ports so as to ensure that contraband goods were not trans-shipped to Germany. After Germany's conquests the semi-blockade became a total blockade, and no trade with enemy territory by sea was permitted. Accordingly, these stations were closed towards the middle of May.

**Contraband  
Controls  
Closed**

### LUFTWAFFE PREFERRED THIS SORT OF TARGET

During the later months of 1940, in their indiscriminate attack upon everything upon the seas the Nazis did not spare lightships, though all other nations agreed in exempting such vessels from hostile action. After the bombing attack on a light-vessel here seen (which killed two and injured others of the crew) the raiders moved on, soon to be intercepted and destroyed by the R.A.F.

*Photo, Keystone*







#### WHEN BRITISH FORCES EVACUATED NARVIK

The transport 'Orama' (19,840 tons), a former Orient liner, was torpedoed in Norwegian waters early in June, 1940, during the evacuation of Narvik. Here are two German photos purporting to show the last moments of the vessel; standing by is a German destroyer.

*Photos, E.N.A.*



weapons at her command. The German raiders—warships and converted merchant vessels—were not numerous, but, relatively to the number employed, they succeeded in taking a fairly heavy toll of merchant ships.

On July 13 a disguised merchant ship, renamed "Narvik" and mounting four guns on each broadside, sank the British cargo vessels "King John" (5,228 tons gross) and "Davisian" (6,433 tons) in the region of the West Indies. About a fortnight later the raider was sighted in the South Atlantic by the British armed merchant cruiser H.M.S. "Alcantara"—an ex-Royal Mail liner. The enemy, a ship of considerable speed, escaped with the aid of smoke floats after a lucky hit had reduced the

A complete change in the methods of conducting the blockade was not, however, to come into effect until the beginning of August, as will be shown in a later Chapter.

In her counter-blockade Germany's most important weapon was undoubtedly the submarine, though it was by no means her only weapon. The sinking campaign was conducted also by aerial bombs and machine-gun fire; by mines broadcast indiscriminately on the sea-lanes—as usual in violation of former pledges as well as international law—or sown by aircraft off harbour entrances; by torpedoes fired from E-boats; and by commerce raiders, not only in the Atlantic but in oceans which could not be reached with any other of the



#### NAZIS CALLED IT 'A PARTICULARLY FINE SUCCESS'

Carrying some 1,300 French naval officers and ratings for repatriation in unoccupied French territory, the unarmed and brilliantly illuminated liner 'Meknes' was torpedoed at close range by a German E-boat on the night of July 24, 1940. She sank in a few minutes, but nearly a thousand survivors (some seen at left) were rescued by British warships. *Photos, G.P.U.*





### E-BOATS ON THE PROWL

German 'Schnellboote' or E-boats were expected to do great destruction to British shipping, and also to assist in the oft-threatened invasion of our shores. Here are German photos of these fast motor torpedo-boats. Top, E-boats coming alongside the mother-ship. Opposite, getting ready to fire a torpedo. Below, looking aft from a boat, travelling at speed.

*Photos, Keystone*





"Alcantara's" speed, but not before the British ship had also obtained a hit. There were no other reports of a ship having been sunk by a raider during June or July, but the "Tropic Sea," a Norwegian vessel of 5,781 tons gross, was captured by the enemy on June 18. It was nearly three months later that this came to light. The circumstances are worth recording in some detail.



### BEATING THE COUNTER-BLOCKADE

As a consequence of the German occupation of Western Europe in the summer of 1940, British imports from the Continent virtually ceased. But alternative sources in the Empire and elsewhere were soon tapped, though the greatly increased distances involved were a severe handicap. Here are household matches marked with such unfamiliar places of origin as India, Canada, Thailand and Portugal.

The story began on April 17, when the British cargo steamer "Haxby" (5,207 tons gross), bound from Greenock in ballast for a Texas port, dispersed from her convoy in the Atlantic and proceeded independently. A week later, at 6.30 a.m., a steamer flying the Greek colours crossed the "Haxby's" bow. Covering the borrowed colours, she hoisted the Nazi ensign and opened fire with four 6-inch guns firing high explosive and incendiary shells. She kept up salvo after salvo for about half an hour. In the log which he prepared—it was many weeks before the world knew its contents—Captain Arundell, master of the "Haxby," recorded the events in these words:

I decided to abandon ship, the whole of the survivors having to take to the

### TIMELY REMINDER

The little envelope 'sticker' at the left was used by a London firm on its overseas correspondence. At the right is a sticker issued in reply by a business concern in Egypt.

water wearing life-belts, and with only hatch boards and shifting boards to keep them afloat. When the frigate captain saw us in the water he put out boats and picked up survivors. We were then taken on board the raider and each of us was issued with the following articles: one shirt (wood - pulp), one pair socks (wood-pulp), one set underwear (wood-pulp), one canvas suit, one pair canvas shoes (soles ersatz leather), tooth-brush, tooth-paste and bakelite "glass."

Raider proceeded in south-easterly direction when on May 2 she laid mines off West Africa. She then proceeded in a westerly direction.

May 7, 8 and 9. Raider oiled from German tanker "Winnetou."

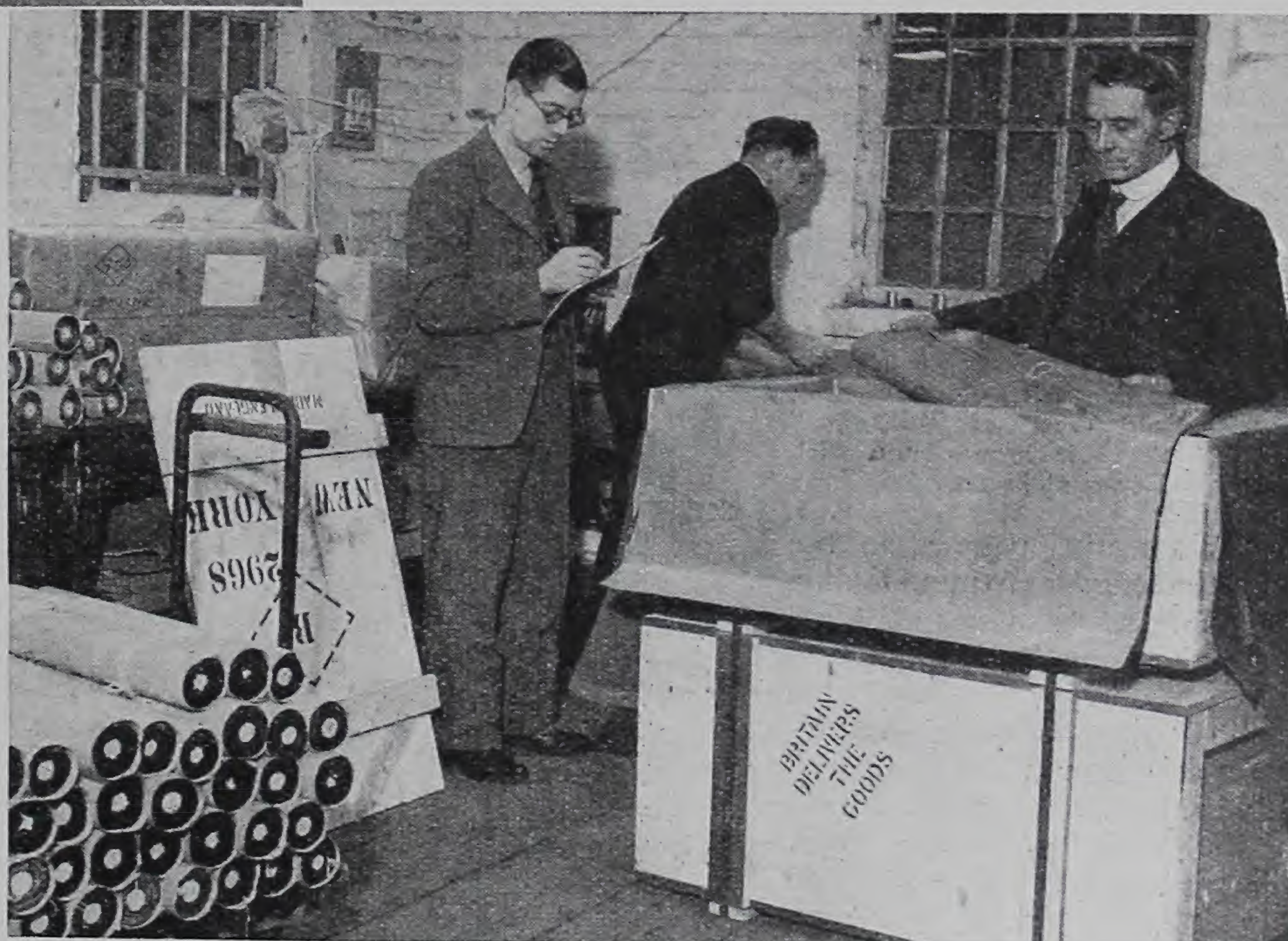
May 19. Rounded Cape Horn.

June 12. From 9 p.m. to 1 a.m. raider laid about 230 mines around the coast of New Zealand. Raider then proceeded at slow speed in an easterly direction.

June 18. In position lat. 28°40' S., long. 166°04' W., raider intercepted Norwegian motor vessel "Tropic Sea" loaded with wheat for the U.K. Oil tanker "Winnetou" again came along to oil raider.

June 28. It was decided to send "Tropic Sea" as a prize to Germany, and to transfer self and officers and crew of "Haxby" to "Tropic Sea."

June 30. "Haxby's" crew transferred to "Tropic Sea" under command of captain and some crew of tanker "Winnetou" and twenty armed guards from raider. With machine-guns fitted covering boats and each guard with revolver and hand grenade in



### EXPORT TRADE HELPS TO FILL OUR WAR CHEST

British silks in the form of hosiery yarns, spun silks, ribbons, and woven and printed piece-goods make a valuable contribution to our export trade, and here such goods are being packed. Note the slogan: 'Britain Delivers the Goods.'

Photo, "The Times"





### CHEAP TARGET FOR NAZI BOMBER

It is probable that in the bombastic Nazi claims the little Irish schooner 'Loch Ryan' was given the status of a cargo liner, but it was surely a waste of ammunition to bomb and machine-gun such a tiny ship. Despite two direct hits, she managed to reach a West country port.

*Photo, Fox*

belt we proceeded towards internment port, which was to be Bordeaux.

July 24. Sighted and rounded Cape Horn.

September 3. 5.30 a.m. A.T.S. an alarm was sounded as a submarine had been sighted on the port quarter. Guards were all smiles thinking it to be a Nazi, but their faces changed when they realized it was our Navy. Orders were given to abandon ship, and a few minutes after we were in the boats bombs were exploded in the "Tropic Sea" and she was scuttled. Myself, my crew, and the Norwegian captain and his wife were taken on board the submarine, which proved to be H.M.S. "Truant." When we were intercepted we were less than 400 miles from Bordeaux and internment.

September 6. Landed at Gibraltar.

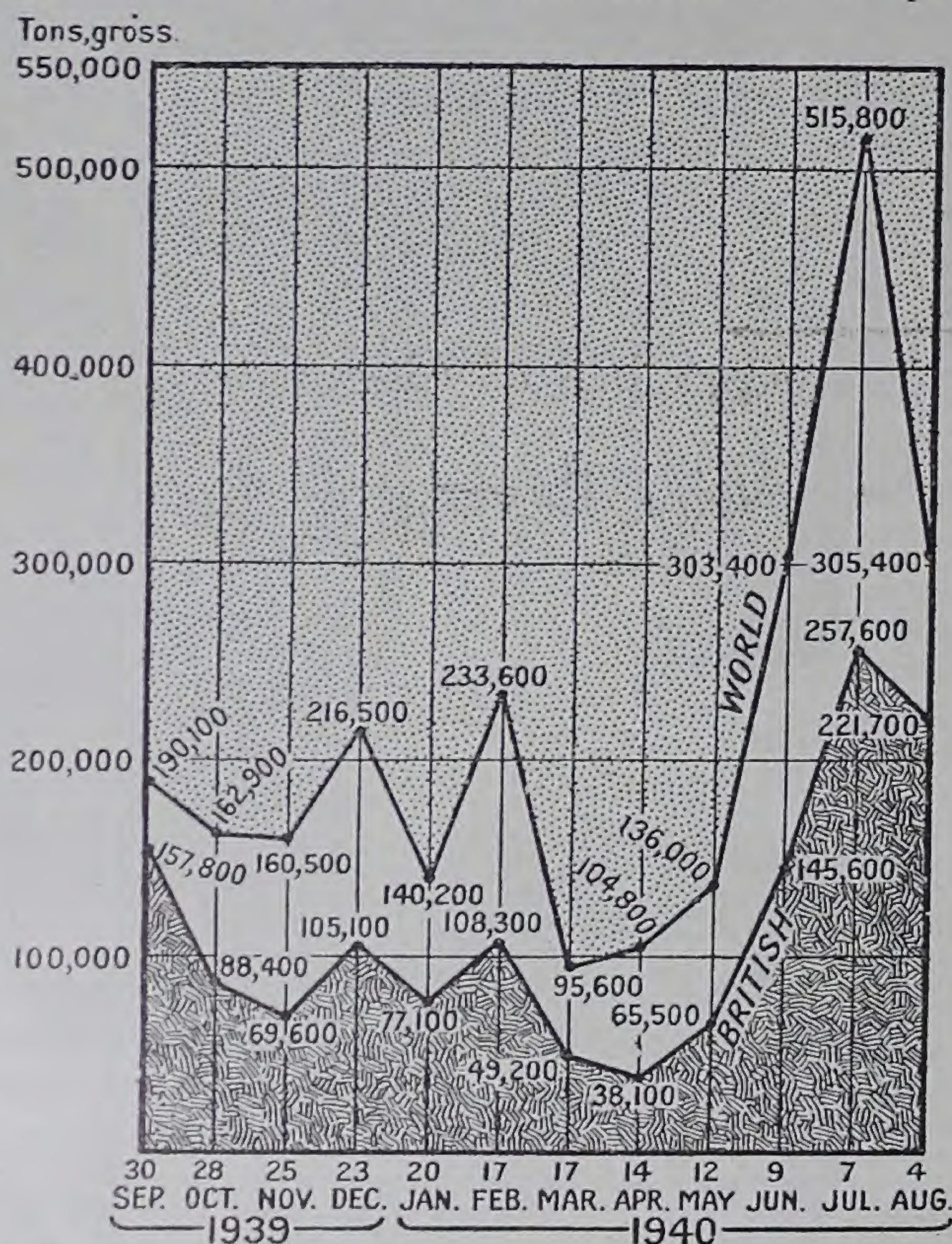
September 19. Sailed from Gibraltar, I as a courtesy passenger and the remainder of my crew as D.B.S.s.

October 6. All of remaining members of crew of "Haxby" arriving at their homes and with their loved ones at home.

An interesting passage in the log is the reference to mine-laying. The raider sowed mines off West Africa and, on June 12, around the coast of New Zealand. On June 18 the Canadian-Australasian passenger liner "Niagara" (13,415 tons gross) struck a mine in the Tasman Sea and sank. This was the first loss to occur in those waters and, to quote an Australian journal, "came as a sharp surprise to Australia." The 135 passengers and 200 crew were saved. The "Niagara" was registered in London.

During June our Norwegian

campaign came to a close, and the evacuation lost us the armed merchant cruiser "Vandyck" (13,241 tons gross) and H.M. transport "Orama" (19,840 tons), sunk by German surface craft. In the "Vandyck" two officers and five ratings were killed and twenty-nine officers and 132 ratings taken prisoner. The "Vandyck" was well known as a



British and World Shipping Losses, Sept. 1939-Aug. 1940

cruising and passenger liner, flying the house flag of the Lamport and Holt Line; the "Orama" was owned by the Orient Line. Two more ex-passenger liners serving as armed merchant cruisers were sunk during June: the "Scotstoun" (formerly "Caledonia," of 17,046 tons gross, belonging to the Anchor Line) and the "Andania," a liner of 13,950 tons, owned by the Cunard White Star. This last-named concern suffered another heavy loss in the "Lancastria," a passenger liner of 16,243 tons gross, sunk while evacuating British troops from St. Nazaire during the final rescue of the B.E.F. from France. As told in Chapter 97, she was hit simultaneously by four high explosive bombs and sank in ten minutes. Some 2,500 troops were saved.

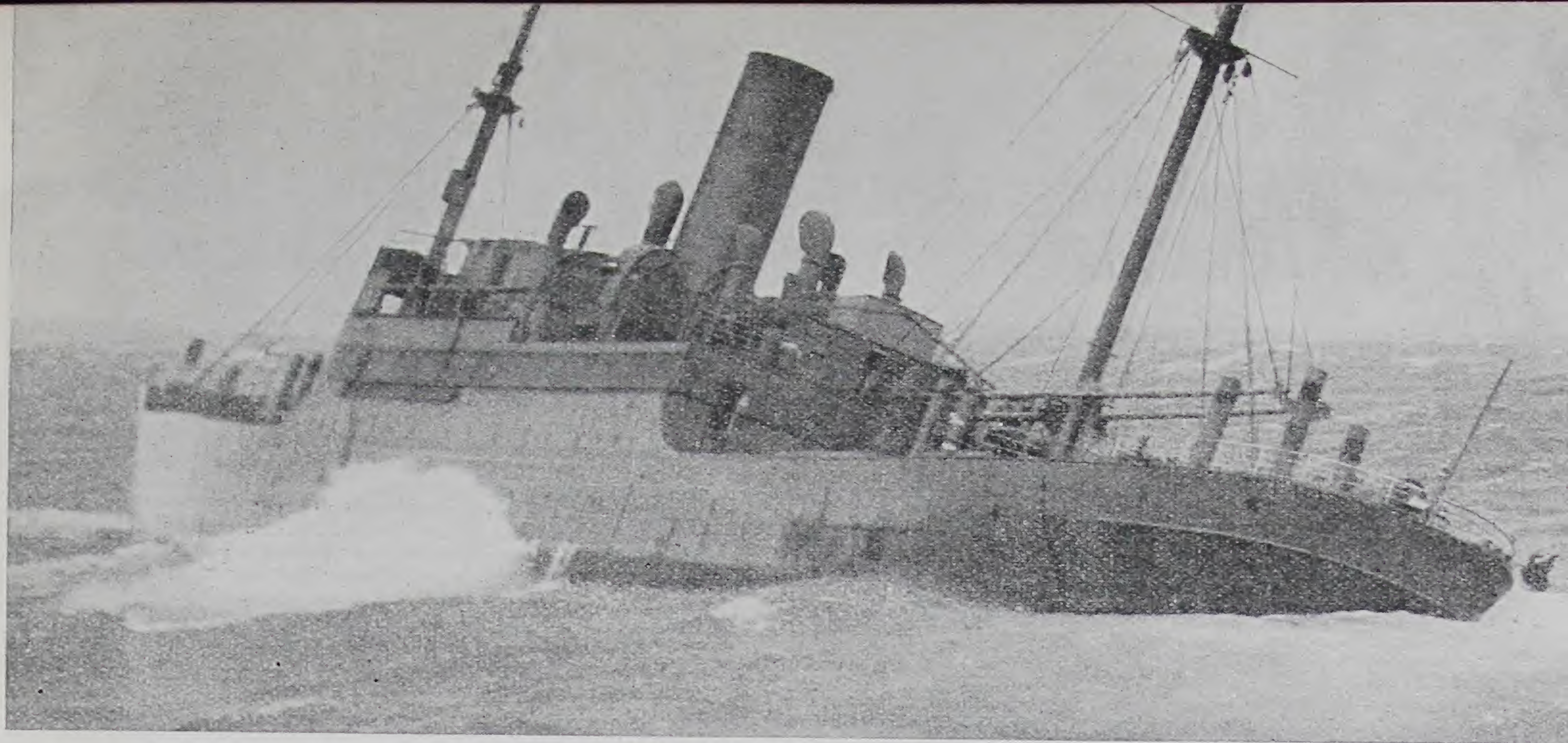
Different in character was the sinking, early in July, of the "Arandora Star," a former cruising liner of 15,501 tons owned by the Blue Star Line. She had on board 1,500

Loss of  
'Arandora  
Star'

German and Italian internees and was bound for Canada when she was torpedoed without warning and some six hundred of these lost their lives. (See Chapter 104.) One other notable loss should be recorded, since it shed a lurid light on German methods of conducting sea warfare. Towards the end of July, when the situation in France became less obscure, the British Government decided to repatriate those French soldiers and

seamen in England who wished to return to unoccupied territory. This intention, together with the names of the ships to be used, as well as other details, were made known to the Pétain Government. One night, shortly after leaving a British port en route for France, the French passenger liner "Meknès" (6,127 tons gross), with over 1,000 naval officers and ratings on board, was torpedoed and sunk by a German E-boat firing her torpedoes from very close range. The "Meknès" was illuminated, and the French colours could be seen from a considerable distance, even at night. There could have been no question of an E-boat making a mistake, an excuse which might have served had the attacker been a submarine. From the total complement of 1,281, only 891 survivors were landed at British ports, though it was believed that others might have reached the French coast in some of the ship's boats.





### THE END OF A NAZI BLOCKADE RUNNER

Listing heavily, the German merchantman 'Arucas' is about to take her final plunge into the icy waters of the North Sea. In March, 1940, with a cargo of mercury, she had tried to run the blockade, but on the approach of a British warship was scuttled by her crew, who took to the boats or leapt into the water as seen above. The sea was too rough for a British boat to be launched, but most of the unhappy men were rescued by lifeline, and by naval ratings who jumped into the water (see photo in page 1057). Below, artificial respiration being performed on a Nazi survivor.

*Photos, Fox*





## SHADOWS OF DICTATORSHIP OVER THE BALKANS

After the collapse of France both Hitler and Stalin turned to the Balkans to grab what they could of territory or to impose political and economic restrictions upon such countries as were helpless to resist their demands. We give below extracts from addresses showing the contrast between Rumania's panic attitude and the steadfastness of Turkey in face of aggression and hostile propaganda.

REPRESENTATION MADE BY M. MOLOTOV TO M. DAVIDESCU, RUMANIAN MINISTER IN MOSCOW, JUNE 26, 1940 :

**I**N 1918 Rumania took advantage of the military weakness of Russia and robbed the Soviet Union by force of a part of her territory—namely, Bessarabia, and thus broke the century-old unity of Bessarabia (principally occupied by Ukrainians) and the Ukrainian Soviet Republic. The Soviet Union has never been reconciled to this enforced robbery of Bessarabia and has often and openly expressed its mind to the whole world.

At the present moment, when the military weakness of the Soviet Union belongs to the past, and the present international situation demands the most speedy solution of unsolved problems which exist as an inheritance from the past in order to lay the foundation of a permanent peace between States, the Soviet Union considers it as necessary and timely, in the interests of re-establishing justice, to find mutually with Rumania a solution of the question of the return of Bessarabia.

The Soviet Government declare that the question of the return of Bessarabia is organically connected with the question of the return to the Soviet Union of that part of the Bukovina where the predominant majority of the population is connected with the Soviet Ukraine by common historical destinies, as well as through the similarity of their language and national composition. This act is even more just, as the handing over of Northern Bukovina to the Soviet Union may be regarded as a compensation, though only in a small degree, for the tremendous loss which the Soviet Union and the population of Bessarabia have suffered through the 22 years of Rumanian rule in Bessarabia.

The Soviet Government propose to the Royal Government of Rumania (1) the return of Bessarabia to the Soviet Union, and (2) the transference to the Soviet Union of the northern part of Bukovina. The Soviet Government hope that the Rumanian Government will accept this demand, and thus permit the peaceful solution of the long-standing dispute between the Soviet Government and Rumania.

M. GIGURTU, RUMANIAN PRIME MINISTER, IN A BROADCAST ADDRESS, JULY 6 :

**T**HE directing of Rumania's foreign policy within the framework of the Axis combination is an accomplished fact. By this policy we return to the old traditions of the Rumanian State. It means the total transformation of the internal political structure, dominated by an effective and creative nationalist conception. . . . The events which are transforming the Continent have not shaken Rumania's traditional policy of good-neighbourliness. To preserve this policy of peace in this corner of Europe we have made the most painful sacrifice, the value and meaning of which we hope have been understood by all.

LORD HALIFAX, BRITISH FOREIGN SECRETARY, IN A SPEECH IN THE HOUSE OF LORDS, JULY 11 :

**W**E remain bound to Turkey by the closest ties. It will be remembered that on the entry of Italy into the war the Turkish Prime Minister declared that Turkey would maintain her present attitude of non-belligerency. His Majesty's Government fully appreciated the circumstances which led to this decision of the Turkish Government, who throughout have acted in close contact with his Majesty's Government. Meanwhile our Treaty with Turkey stands, as does the loyal friendship and sympathy between our two peoples on which the Treaty is based, and which has rendered it in the past, as it also will, I believe, in the future, a fruitful basis for constructive cooperation between us, both as long as the war continues and in the years of peace to come.

Meanwhile, your lordships may have observed that the Germans are actively engaged in stirring up unwarranted

suspicious and alarms wherever they can in the Balkans and the Near East in the hope of making those countries the dupes of German policy. But I hope and believe that the peoples of that region, some of whom are not without experience of the methods of the States ranged against us, will not be deceived and will remain steadfast in their loyalty to those principles for which we are fighting, and I am encouraged to think that we are showing ourselves capable of affording assistance and protection to our friends and allies in that part of the world. We shall certainly maintain our efforts, and we shall prosecute the war with the utmost vigour, being confident of the ultimate success of our arms.

DR. REYFIK SAYDAM, TURKISH PRIME MINISTER, IN A SPEECH IN PARLIAMENT AT ANKARA, JULY 12 :

**A** FOREIGN Press agency is in the act of publishing a series of documents, among which are documents concerning Turkey. A certain number of newspapers are publishing with the documents propaganda articles based on them.

The issue of correct or false documents can in no way disturb the Turkish people and Government. But your Government would have sincerely desired that this publication should be made without any alteration, for we have such confidence in the correctness and clarity of our policy that such a publication could only confirm this correctness. There is only one reply to those who, on the basis of documents so published, accuse Turkey and try to compromise Turkish statesmen who will not serve their designs. It is to turn away with scorn. Those who make accusations against Turkey and seek to influence her overlook one important point: the Turkey of today is not the dead and rotten Ottoman Empire.

At the time of the Empire such intrigue benefited its authors. But present-day Turkey is a very different country from the Turkey of those days. You will clearly remember that an entire hostile world, with the cooperation of the rulers of that obsolete Empire, once attempted to thwart Ataturk and told the Turkish people that they could not be saved unless they deserted him. But the people clung to Ataturk and took sides with him. If our people, free and independent, is able today to declare its will from this rostrum, it is thanks to that struggle. As a result the maintenance, departure, or replacement of Turkish statesmen can only take place by the decision of the National Assembly.

A second point to emphasize is that the information gathered by these people on the qualities of present Turkish statesmen is false. The present Turkish rulers are not people who pursue a policy favouring such and such a State and boast of such activity. They have only one quality and one programme: the interests of Turkey, the security of the Turkish Republic, accompanied by appropriate friendships. Such are the considerations which were omitted when this propaganda was conceived.

I am going to reply to those who ask what will be Turkey's attitude in the state of affairs in which Europe is at present plunged. Faithful to her friendship, resolved to defend her independence and freedom, united as one single body, Turkey is waiting on events. She is seeking neither to provoke nor to attack her neighbours, and remarks with evident and expected satisfaction that the same sentiments are shared by them. Her sole aim is to safeguard the fatherland and national security.

The Turkish Government, who are working along the lines laid down by the National Assembly, are giving proof of their great desire to uphold the principles which I have just enumerated, and are taking the measures demanded by the exigencies of the hour. The only reply that the Turkish people will give to any act affecting Turkey's independence and the integrity of her territory will consist in taking up arms and defending the fatherland to the end.



# VACILLATING POLICIES IN THE BALKANS: AFTER THE FRENCH COLLAPSE

*Yugoslavia Signs a Trade Agreement With Russia—Russo-German Rivalry Was Tempered With Discretion—Rumania's Dilemma—Soviet Demands Bessarabia and Northern Bukovina—Carol Vainly Tries to Placate the Axis—Bulgaria's Watchful Neutrality—Metaxas Takes a Firm Line—Turkey's Determined Realism—Russia the Unknown Factor*

THE summer of 1940 saw the first steps in the carve-up of the Balkan States and their economic and political subjugation by the Axis Powers. World events beginning with the Nazi invasion of Norway and ending temporarily with the Nazi conquest of the Netherlands, Belgium, Luxemburg and France transformed for the worse the political hold of Britain in the Balkans. The capitulation of France meant the disintegration of the magnificent Allied army held in readiness in Syria under General Weygand to deal with possible Axis aggression. Anglo-French naval superiority in the Mediterranean—a guarantee for some Balkan States against Italian designs—was seriously impaired by the defection of France. In the ruthless and successful use of masses of Nazi planes against the Dutch and French civilian populations and armies the Balkan statesmen, except those of Turkey, saw Hitler's terrorization policy justified and reinforced.

Little wonder that both Slav and other peoples of the Balkans began to think that their only hope of averting catastrophe lay in accommodation with Russia or Germany, or with both.

In Yugoslavia this tendency assumed the form of a resumption of diplomatic relations with Russia for the first time since the Great War.

**Soviet-Yugoslav Agreement** Further, a Soviet-Yugoslav trade agreement was signed in May, 1940, providing, inter alia, for a trade and navigation treaty based on a "most favoured nation" clause. The Yugoslav peasant assumed hopefully that the State was now assured of Russian support in the event of unjustifiable action by Hitler and Mussolini.

The Rumanians enthusiastically welcomed the appointment of M. Lavrientieff as Soviet Minister at Bucharest. Bulgarian newspapers continued to be largely pro-Russian, and voiced the hope of the Bulgarian peasant that "Big brother Ivan" would prevent a depredatory march into the Balkans.

What was Russia's Balkan policy? Every report of Moscow activities was scrutinized avidly by the diplomats of

Belgrade, Sofia, Bucharest and Ankara. When concluding an agreement with Hitler before the outbreak of the war, Stalin had apparently envisaged a conflict between Germany and the Allies in which an exhausting stalemate would develop on the Western Front, permitting Russia to pursue unhindered her diplomatic activities in the Balkans and elsewhere. But, following the collapse of France, this dream was shattered. If Hitler should conquer Britain, in accordance with his advertised plans, he would be able to put on Russia's frontiers the tremendous mechanized forces which he had employed to smash France. Already the Germans were using Norwegian, Swedish and Finnish railways for troop transport. The entrance to the Baltic was in Nazi hands.

Across the rugged Carpathians Red Army soldiers in Russian-occupied

Poland could see the cavalry of Admiral Horthy, Regent of Hungary, already more or less under Axis influence. German and Russian soldiers were constructing immense fortifications along their respective frontiers in Poland. Russia, almost encircled by the predatory might of Germany, saw urgent danger. To create defence zones outside Russia's Balkan frontiers became an urgent task, just as had been the case in Poland, the Baltic States and Finland. No more favourable opportunity in the Balkans was likely to occur than during Hitler's preoccupation with his planned invasion of England.

An indication of impending Russo-German rivalry in the Balkans was provided by reports that Moscow had warned Hungary, even while German troops were actively engaged in France, that if Hungary complied with a Nazi



**RUSSIAN-YUGOSLAV RAPPROCHEMENT**

After the collapse of France certain Balkan countries made an approach to Germany or Russia—or to both. Here—at Belgrade—Lavrientieff (Soviet delegate) is signing a trade agreement with Yugoslavia, whose Foreign Minister, Cincar-Markovich, stands at the left.

*Photo, Wide World*





### TOO LATE RUMANIA AWOKE TO HER PERIL

Menaced by Russian territorial demands, King Carol began to direct Rumanian policy towards placating the Axis. In June he dismissed M. Gafencu (left), and replaced him as Foreign Minister by Gigurtu, known to hold pronounced pro-Nazi views. At the same time the proscribed Iron Guard was restored to favour.

*Photos, Keystone ; Planet News*

hint and sent troops to occupy Slovakia (thus relieving German divisions required for the Western Front), Russia would take action. A similar warning was reported to have been given to Italy by Russia, lest Mussolini should move against Yugoslavia.

King Carol of Rumania saw the coming danger to his frontiers and made frantic efforts to avert it. Not only Russia but Hungary and Bulgaria were covetous of Rumanian territory. After various Cabinet reshuffles in Bucharest, which did nothing to satisfy the opposing elements in Rumania, King Carol dismissed his pro-Allied Foreign Minister, Gregory Gafencu, and replaced him by Gigurtu, a friend of Field-Marshal Goering, with many other connexions in Germany. Professor Horia Simia, chief of the exiled Iron Guards (Rumanian Fascists) in Germany, was received in audience by King Carol, and the Iron Guard, formerly proscribed in happier times for the Allies, was admitted to a new national party, the "National Union Party." Iron Guard exiles were permitted to return.

Following these measures, aimed at enlisting Nazi sympathy for Rumania against possible territorial claims by her neighbours, were decrees prohibiting Rumania's 1,800,000 Jews from joining the new Party, and a Press campaign calling on Rumanians to face the "hard facts that Germany's victory in France and Italy's entry into the war have

made this part of Europe a zone of German and Italian influence." But all was of no avail. Early on the morning of June 28, 1940, it was announced in Bucharest that the Soviet Government had demanded the immediate cession of the rich areas of Bessarabia and Northern Bukovina. A Rumanian counter-proposal asking Russia to name the time and place for conversations was rejected. Stalin was in a hurry, and Red Army soldiers crossed the Dniester post-haste to take over the demanded territory.

It should be noted that while Russia might consider she had a legitimate claim to the province of Bessarabia, which she lost to Rumania in 1918, she justified her seizure of the mountainous and therefore easily defended part of Northern Bukovina in the following statement:

"This act is all the more justified as the handing over of Northern Bukovina to the Soviet Union may be regarded as a compensation, if only an unimportant (sic) one, for the immense loss which the Soviet Union and the population of Bessarabia have suffered through the

twenty-two years' rule of Rumania in Bessarabia."

So hurried was the Russian advance that clashes with the retiring Rumanian troops occurred at many points. Some Russians were dropped by parachute from troop-carrying 'planes. Others advanced in 60-ton tanks and armoured cars. As a result of her invasion of Rumania Russia gained a new water defence line in the south—the River Pruth, control of the northern bank of the Danube at one point, and a fine vantage point for a march south to the chief Rumanian oilfields, now only a hundred miles distant.

Nor for some days was it certain that the Russians would halt on the appointed new frontier. It was reported that Soviet troops in Bessarabia were showing unusual activity in building pontoon bridges on the left bank of the Pruth, while the most intensive Soviet propaganda campaign for many years was conducted among the masses of Rumanian, Bulgarian and Yugoslav peasants. Stalin was also reported to have concentrated amphibian tanks near the mouth of the Danube.

But now Germany, seriously alarmed by the threat to her Balkan "granary," took a hand. Sensational rumours circulated in Bucharest. One was that

**Russia  
Retakes  
Bessarabia**



### TERRITORY SEIZED BY RUSSIA

On June 28 the Soviet demanded from Rumania the immediate cession of Bessarabia and Northern Bukovina (shown here by shaded portions). Stalin's troops at once marched in.





#### RUSSIA RETAKES BESSARABIA

The former Russian province of Bessarabia, after a short period as an independent republic, came under the sovereignty of Rumania in 1920. When Soviet troops entered at the end of June, 1940, they were welcomed by large crowds (the scene at Kishinev is shown left). But there was an exodus of dispirited Rumanians from the region (top), and a similar flight of German refugees, some of whom are seen below at a German frontier station.

*Photos, Associated Press; Wide World; Keystone*







### KING CAROL ACTS TOO LATE

At the end of May, 1940, Rumania called to the colours 300,000 youths of barely military age. Above, taking the oath at Bucharest. A month later, alarmed by Russian demands for territory, King Carol proclaimed general mobilization ; below conscripts are seen on their way to barracks.

*Photos, Keystone ; E.N.A.*



the German Minister Fabricius had left for Vienna to meet Ribbentrop, Nazi Foreign Minister. Another was that 200 German Messerschmitt 'planes had arrived in Rumania. King Carol received the envoys of Germany, Italy, Yugoslavia, and France. While Russian troops continued their march, Rumanian soldiers took up positions in Bucharest ; buildings were sandbagged, and defensive works begun in the streets of the capital.

General mobilization began throughout Rumania on June 28, and King Carol was reported to have sent an appeal to Hitler. Carol was alarmed not only by the possibility of a further Soviet advance but also by the growing revisionist campaigns in Hungary and Bulgaria.

A fortnight before the Russian invasion of Rumania Count Teleki and Count Csaky, Hungarian Premier and Foreign Minister respectively, had talks in Munich with Hitler regarding Hungary's claim to Transylvania. They were advised to exercise continued patience. The Soviet action was beginning to be used by the Hungarians as an



argument for the immediate cession of Transylvania, the plea being advanced that Rumania was no longer in a position to defend her frontiers. Hungary began moving troops towards the Transylvanian frontier.

To secure Nazi support against Hungarian and Bulgarian claims, King Carol made further moves to try and ingratiate himself with the Axis and thus secure Italo-German support. Some

maintain peace in the Balkans, since only thus could supplies for the Nazi war machine be assured. A veritable trek of Balkan Ministers to Berchtesgaden began. Gigurtu,



#### PLACATING THE FUEHRER

*Associated Press*

A fortnight before Russia's entry into Rumania, Count Teleki (here seen driving through Munich with Ribbentrop) saw Hitler about Hungary's claims to Transylvania. At the end of July Ribbentrop welcomed to Munich the pro-Nazi Rumanian Premier, M. Gigurtu (top).

of these moves were aimed against Britain. On July 1 Rumania officially renounced the Anglo-French guarantee of her frontiers, given in April 1939, and stated that her policy would be re-orientated "as determined by the new European order in course of establishment." Twenty-two British engineers and oil experts were expelled from Rumania. Tatarescu's cabinet resigned on July 4, and a new government was formed under Gigurtu. On July 5 the Rumanian government stated its intention to "follow a policy of sincere integration in the system created by the Rome-Berlin axis."

French and British boats on the Danube were forcibly restrained from leaving their berths. It seemed apparent that all Rumanian (including British) oil tank wagons were being placed at Germany's disposal. Rumania was becoming to all intents and purposes Germany's economic and political slave.

Hitler meanwhile was striving to

Prime Minister, and Manoilescu, Foreign Minister, of Rumania, arrived on July 25, and were followed by Filoff and Popoff, their Bulgarian counterparts. After them came Dr. Tiso, President of Slovakia, and Dr. Tuka, his Prime Minister.

On July 24 the Rumanian government took over control of the Astra Romana Oil Company, owned by British and Dutch interests. Britain meantime stated



that she supported Bulgaria's claim in regard to the Southern Dobrudja, but only on the assumption that Bulgaria maintained an attitude of strict neutrality towards Germany. On July 29 Britain protested against the virtual expropriation by Rumania of British oil interests.



#### THE NAZIFICATION OF RUMANIA

Dr. Fabricius, German Minister at Bucharest, was the architect of Hitler's 'New Order' in the Balkans. How far Russia and Germany had acted in concert was not clear, but about the sacrificial role of unhappy Rumania there could be no doubt.

*Photos, E.N.A.; Associated Press*



Tension in the Balkans remained acute. Threats were made by Hungary and countered by equally determined assertions by Rumania. Hungarian proposals for the cession of Transylvania were answered by M. Manoilescu with proposals for exchange of minority populations, a more liberal regime for Hungarians remaining in Rumania, and certain territorial concessions.

"We desire it to be known at home and particularly abroad," declared M. Manoilescu, "that events of the kind which Rumania has recently experienced will never be repeated. Rumania knows how to bow before the demands of peace (a reference to Soviet demands), but when certain limits are overstepped Rumania knows how to take another road."

Rumanians of all classes, alarmed by whispers of still further concessions, united in opposition to them. Even the Fascist Iron Guard secretly distributed

10,000 copies of a "No surrender" appeal, calling on Rumanians to awake to the perils of the situation. These brave words were not borne out by events. In effect the partition of Rumania had already been decided on by Hitler. It remained only to put it into execution without causing disturbance to Balkan supplies or offence to Russia. At the Vienna conference between the Axis and Hungarian and Rumanian Foreign Ministers on August 30 (described in a later Chapter), Rumania's sacrificial role in the "New Balkan Order" was finally confirmed.

Meanwhile, extreme nervousness characterized the behaviour of Yugoslavia following the collapse of France and the entry of Italy into the war. German political and economic pressure on Yugoslavia, which was in the unfortunate position of being almost surrounded by hostile neighbours, in-

creased from day to day. Dr. Clodius, Germany's chief economic envoy in the Balkans, asked Dr. Markovich, Yugoslav Foreign Minister, to reconsider the proposal for collective patrol of the Danube by forces of the Danubian States. Another prominent Nazi visitor proposed sending large parties of German youths to coastal watering places in Dalmatia, a suggestion which, in view of Norway's experience with German "tourists," was not received favourably by Yugoslavia.

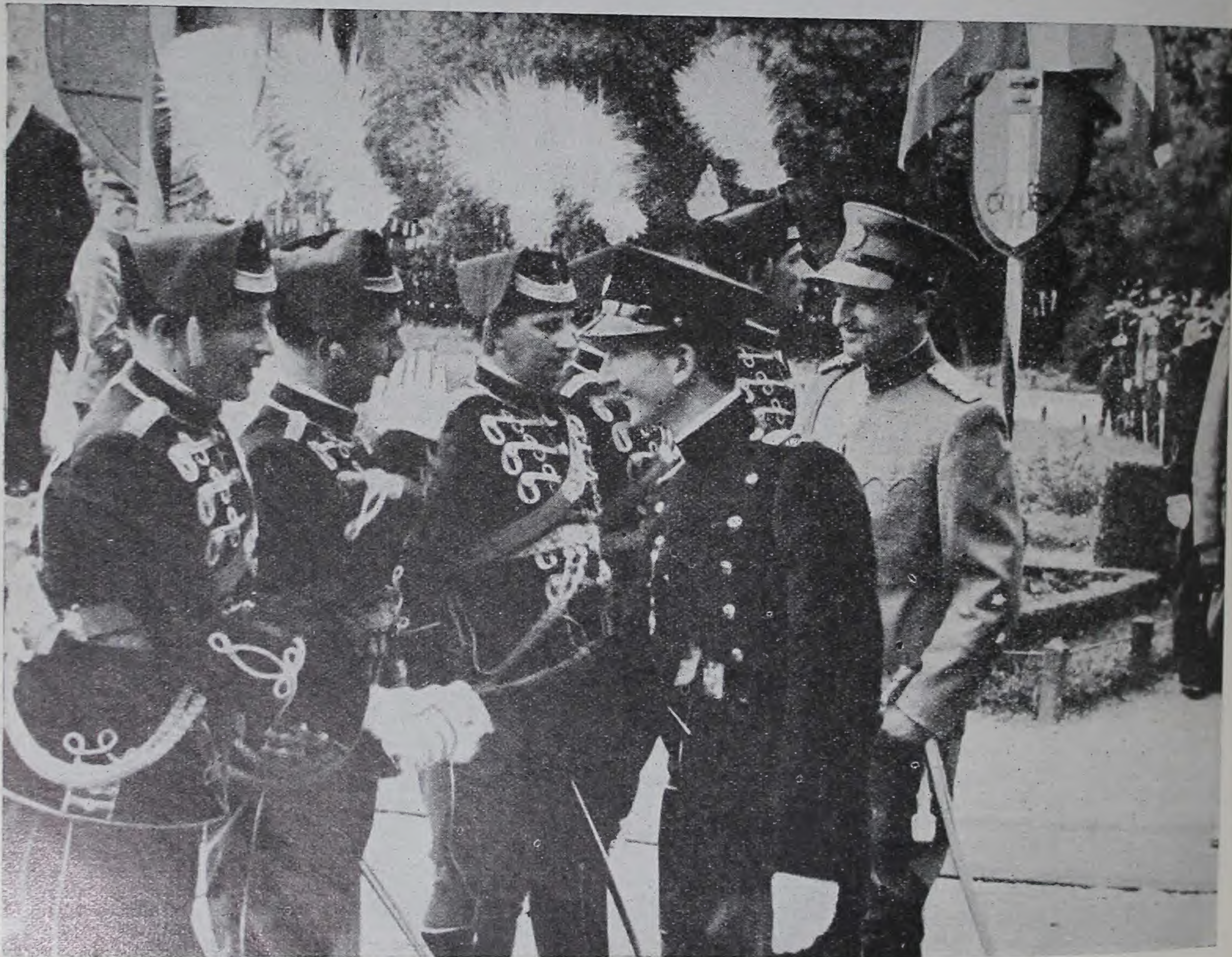
Axis pressure increased to a point where newspapers no longer ventured to comment on foreign affairs, while Germany insisted that Yugoslavia's minerals, most important of which was copper, should go to Germany instead of to France.

The prestige of the Allies was indeed at its lowest ebb in the Balkans, and Italy contributed her quota by adopting a strongly critical attitude towards Yugoslavia, accusing Dr. Matchek (Croat Leader and Vice-Premier) of associating with British and French "Left" circles.

### YUGOSLAVIA RIDES THE STORM

Though in a position of extreme difficulty, Yugoslavia pursued a firm and moderate course, under the leadership of the Regent, Prince Paul. He is here seen (on right) with King Peter at an officers' festival in Belgrade in May, 1940.

*Photo. Wide World*







#### RUMANIAN MINISTERS VISIT ROME

After calling on Hitler (see page 1075) the Rumanian Premier and Foreign Minister went on to Rome to meet Ciano for a discussion of the Hungarian and Bulgarian territorial demands. Here, Gigurtu (foremost) and Manoilescu are seen as they arrived in the Italian capital. Ciano is on Gigurtu's right.

*Photo, Wide World*

While quietly reinforcing her frontiers, Yugoslavia continued her negotiations with Russia for a trade agreement. There were even reports that a Yugoslav Military Mission might go to Moscow.

The Nazi invasion of the Low Countries shocked many Bulgarians, especially the use of parachute troops clad in enemy uniforms, the Bulgarians being a fighting people

**Neutral Bulgaria** with a strict sense of military honour. For the first time the Press,

which had hitherto been inclined to champion Germany's cause, became neutral. Russia as a potential ally against German aims again began to loom large in Bulgarian policy. But the problem of the Southern Dobrudja still rankled, and it was uncertain to what extent Bulgaria might revise her policy in order to obtain Nazi support for her territorial claims on Rumania. Hundreds of German "tourists" and "merchants" continued to arrive in Bulgaria.

On August 3 the fourth anniversary of the assumption of government by General Metaxas was celebrated enthusiastically throughout Greece. Italy and Bulgaria were the problems in Greek minds. In spite of a cordial reception accorded by Bulgaria to a Greek trade delegation, Greeks were

distrustful of the enormous hold the Germans had acquired in Bulgaria. Some circles considered that Germany's object in providing Bulgaria with modern equipment was to accumulate supplies there in the event of a German push in the Balkans: Bulgarian claims to Aegean Thrace had always been a delicate point with the Greeks.

But General Metaxas allowed no doubt to exist concerning Greece's determination to defend her integrity. In a message to the country he said:

"During the frightful struggle which is now shaking the foundations of Europe, Greece, although prepared to make every sacrifice for the preservation of the integrity of her territory and her honour, still remained neutral, not from motives of selfishness or indifference, but because, having duly considered her strength and means, as well as her geographical position, she was fully conscious that the best service she could render to a stricken Europe was to work for the preservation of peace."

No Balkan country was more affected by the collapse of France and the entry of Italy into the war than Turkey. The first event deprived her of the support of the fine army the French had created in Syria, and substituted a

dangerous flank. The second event made it an open question whether Turkey, with hostilities developing in the Mediterranean, was bound to honour her Treaty of Alliance with Britain and France.

The Turks had, of course, to keep a wary eye on Russia, with a view to avoiding, if at all possible, a war on more than one front.

Summing up the general feeling of contempt for Italy's action, one influential Turkish newspaper said:

"The Turks cannot conceive how some people can stab their neighbour's back while he is already dangerously wounded and fighting inexorably to the rising admiration of the world. As for Mussolini's assurances (to Yugoslavia, Greece, Turkey, Switzerland and Egypt), the Turks have before them the horrible plight of countries which trusted such assurances, imprudently relaxing their own armed preparedness. The Turks are not and never will be like them."

While continuing her rearmament programme and voting huge sums for defence, Turkey finally summed up her attitude to Italian intervention in a speech by Dr. Saydam, the Prime Minister, who said that, under Protocol 2 of her Treaty with Britain and France,





### SPRIT OF MUSTAFA KEMAL LIVES ON

With a wary eye on the Axis partners and some uneasiness about Russian intentions, Turkey pushed on with her defence measures, inspired by the spirit of Mustafa Kemal, to whose memory the Turkish ministers gathered to pay homage on the anniversary of the landing at Samsun, May 19, 1919. The party is seen above being welcomed at the burial place of the former President at Ankara. 1, President Inonu ; 2, Abdulah Renda, President of Parliament ; 3, Reyfi Saydam, Premier ; 4, Revyad Tandogan, Governor of Ankara.

*Photo, Wide World*

Turkey could not be compelled to take action involving armed conflict with Russia.

"We hope, by this position of watchfulness and by avoiding any provocation," the Prime Minister added, "that we shall preserve peace for our own country and for those who are around us."

Although full of admiration for Britain's resistance to the Luftwaffe's attacks, Turkey foresaw that the war would be long.

"It will produce still further complications," said the official newspaper "Ulus," "but in proportion as the war develops, the task, the importance and the power of Turkey increase. We can reject with a laugh the predictions of pessimists, cowards and ill-wishers."

At the same time competent Turkish quarters let it be known that Turkey would never permit the installation of a

Turkey and France in Syria.  
Syria

Above all, Turkey hoped for an understanding between Britain and Russia as the key to the Balkan situation. The hope was expressed that the visit of Sir Stafford Cripps, Britain's new envoy to Moscow, would be crowned with success.

So long as Soviet Russia was suspicious of Britain's aims, especially in so

far as they might result in the entry into the Black Sea of Allied warships, the Turks, as guardians of the Dardanelles, were in a delicate position in regard to coming to the aid of the democracies. They considered that the collapse of France, leaving Britain preoccupied with her own defence, would at least contribute to the allaying of Soviet suspicions in this respect.

Turkish relations with Nazi Germany continued meanwhile steadily to deteriorate. The action of the German official news agency in publishing documents alleged to have been found by the Germans in France, imputing aggressive Turkish intentions towards Russia in alliance with France, caused great bitterness. "The documents," said Dr. Saydam, "do nothing more than prove that Turkey has always followed a sincere and loyal policy." Although Russia showed some ill-feeling towards Turkey as a result of these documents, it was apparent, from Soviet action against Rumania, that Stalin was concerned first of all with securing his frontiers against Nazi Germany, whose might had increased with her new conquests.

Whether Stalin and Hitler would get together to dominate the Balkans jointly

was a question which only the future could answer. The Turks, however, were hopeful that Russian policy in this respect would follow that of the Tsars, and would work towards excluding any Great Power (which meant Germany or Italy) from a hold on the shores of the Black Sea or from exercising a dominating influence on the Power controlling the approaches to it.



**BULGARIAN FOREIGN MINISTER**

In the hands of Ivan Popoff, former Minister to Belgrade, rested the conduct of Bulgaria's foreign policy during the troublous summer months of 1940. Increasingly heavy pressure was exerted at Sofia by the Nazis.

*Photo, Wide World*





#### WHERE UNION JACK FLEW SIDE BY SIDE WITH SWASTIKA

Bulgaria's foreign policy during the summer of 1940 was based on the maintenance of strict neutrality, though she did not in any way abate her claims to her former territory in the Dobrudja, of which she had twice been deprived. Here is a scene in Sofia at the end of May, 1940, showing the streets dressed impartially with Axis and Allied flags for a Bulgarian national festival.

*Photo, Associated Press*





#### KISHINEV GIVES A WELCOME TO THE RED ARMY

After Soviet troops had completed the occupation of Bessarabia and Bukovina at the end of June, 1940, mass demonstrations were staged by the Red Army in the principal towns. This photo shows the scene in Kishinev, Bessarabia, as mechanized units of the Russian army drove through on July 3. Twenty years had passed since the province had ceased to be part of Russia. Another scene in Kishinev during the Russian entry is shown in page 1073

Photo, Wide World



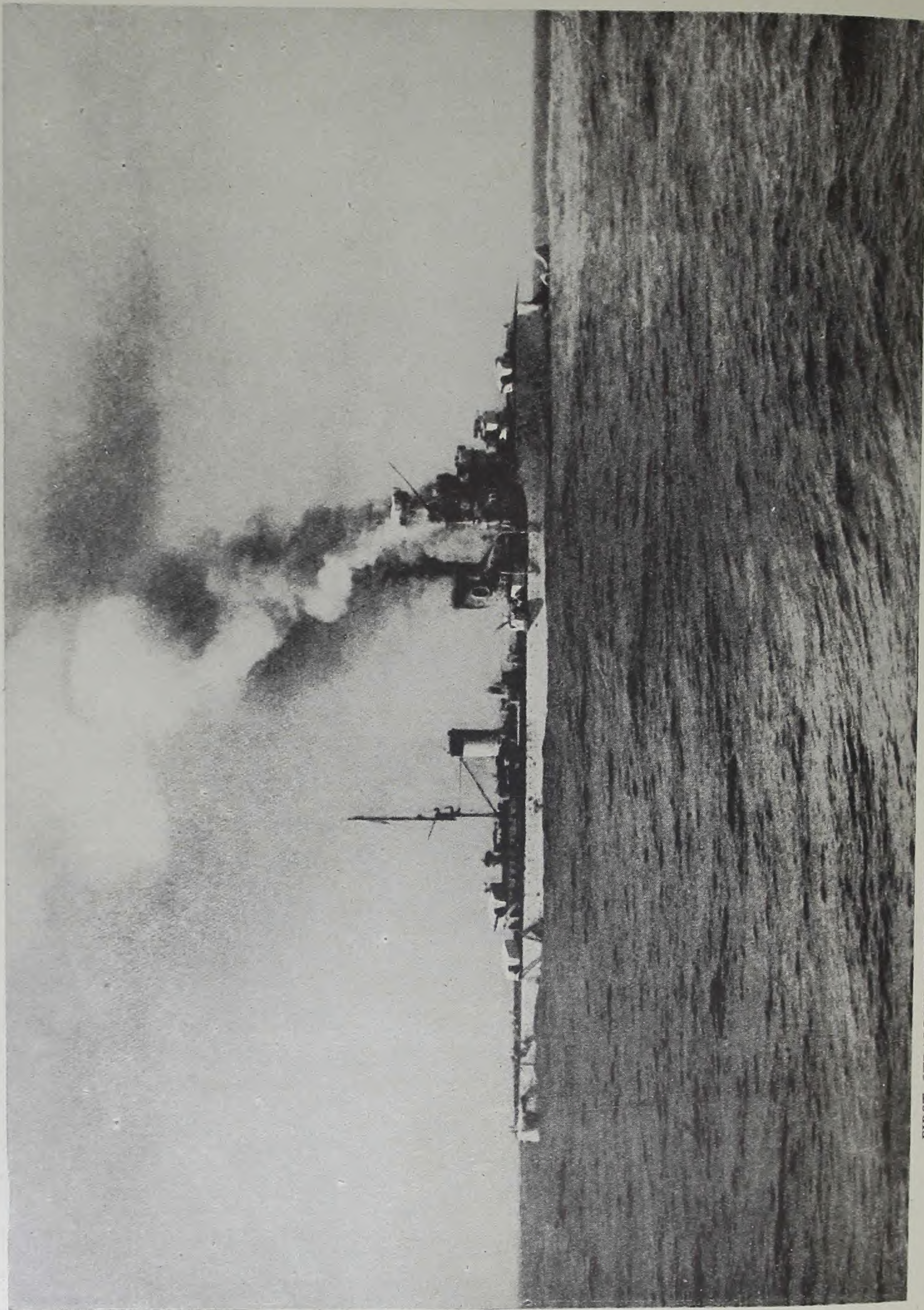


Photo, British Official: Crown Copyright

#### HOW THE 'GALILEO GALILEI' CAME TO ADEN

On June 19, 1940, the Admiralty trawler 'Moonstone' attacked and captured the Italian submarine 'Galileo Galilei' off Aden. Depth charges brought the enemy to the surface, and she was then outfought by Boatswain W. J. H. Moorman and his crew of the trawler and compelled to surrender. In this photograph the British flag is being hoisted above the Italian one while the submarine lies in Aden harbour. Mr. Moorman was later awarded the Distinguished Service Cross and recommended for promotion to lieutenant. (See also illus. page 1093)





# FIRST STRAIGHT FIGHT BETWEEN BRITISH AND ITALIAN WARSHIPS

Here is Italy's fastest and most powerful cruiser, 'Bartolomeo Colleoni,' lying stopped with her bow shot away by accurate fire from the guns of H.M.A.S. 'Sydney.' Encountered off Crete on the morning of July 19, 1940, she was hit in her vitals and brought to a halt by the Australian cruiser, and her destruction was completed by British destroyers soon after this photograph was secured. Both cruisers were armed with 6-inch guns, but the Italian warship was some five or six knots faster than H.M.A.S. 'Sydney.'

British Official Photograph: Crown Copyright



# THE SEA AFFAIR: NAVAL OPERATIONS DURING JUNE AND JULY, 1940

*Why Britain Occupied Iceland and the Faroes—Naval Aspect of the Evacuation from the Channel Ports—Withdrawal from Norway—Position in the Mediterranean: Tasks of the Fleet—Italy's Battleships, Old and New—The Trawler 'Moonstone'—Armistice in the West—Hunting of the 'Scharnhorst'—A Brush in the Mediterranean—'Sydney' Outfights the 'Bartolomeo Colleoni'—The 'Meknès' Outrage—'Alcantara' and a Commerce Raider*

**T**HE British occupation of the Faroe Islands (announced on April 11, 1940) and of Iceland (on May 16, 1940) were necessary steps after Denmark had yielded to the Nazis. Although subsequently, under the increasing pressure on the Western Front, Allied forces had to be withdrawn from Norway, Britain's hold on Iceland and the Faroes was maintained. Iceland declared herself independent of Denmark, and asserted her neutrality in the conflict. Especially in view of aerial warfare, the strategic position of this island in the North Atlantic was of prime importance.

As related in Chapters 89 and 90, the Channel ports one after another fell into German hands at the end of May, 1940. Boulogne was occupied on the 24th, our troops being got away by sea the night before. Six destroyers brought off 4,600 men under heavy fire and intense bombardment. Vice-Admiral Ramsay was the organizer of this operation. From Calais, whose Allied defenders refused to surrender and fought to the death, only thirty unwounded men were evacuated. The Citadel, into which the gallant band had withdrawn to make their final stand, was taken by the enemy on May 28. Just before this last phase a British destroyer had landed a reconnaissance party, including Vice-Admiral Somerville (see page 907).

The evacuation of the British Expeditionary Force from Dunkirk and the later withdrawal of the remainder of our forces from the more westerly French ports overshadow, of course,

other naval events at the period under review. In Chapters 89, 90 and 92, dealing with land and aerial warfare at this time, a brief account is given of the part played by the Royal Navy, its Auxiliaries and the hundred-and-one other craft in the magnificent operations which brought back safely 335,000 of our men from France. In the present Chapter the purely Naval aspect of that task will be considered. In an official communiqué dated June 3, 1940, the Admiralty stated:

"The most extensive and difficult combined operation in Naval history has been carried out during the past week. British, French and Belgian troops have been brought back safely to this country from Belgium and Northern France in numbers which, when the full story can be told, will surprise the world. The withdrawal has been carried out in face of intense and almost continuous air attack, and increasing artillery and machine-gun fire. . . . The operation was undertaken on the British side by



## CLOSING THE IRISH SEA

As a counter-measure against Nazi raiders from across the Channel, the Irish Sea was closed to the south at the end of July, 1940, by a minefield, as shown in this map.

*Courtesy of "News Chronicle"*

several flotillas of destroyers and a large number of small craft of every description. This force was rapidly increased, and a total of 222 British Naval vessels and 665 other British craft and boats took part. . . . These figures do not include large numbers of French naval and merchant ships which also played their part."

There were 300 French warships and merchant vessels, with 200 smaller craft.

By means of a Registration Order for small craft the Admiralty had collected details of all likely vessels available in all areas, and when the order for assembly was given these boats made their way to Southern ports ready to bring the troops right across the Channel, or to ferry them from the fire-swept Dunkirk beaches to the transports lying

a mile out from the shore. Except at certain states of the tide it was impossible for any but shallow-draft vessels to approach nearer.

Naval units protected the flanks of the withdrawal by gunfire, and there was persistent counter-battery work directed against enemy artillery near the coast, which kept the rescuing vessels under constant shell-fire. By use of his submarines and the new motor torpedo-boats the enemy sought further to destroy our ships. Over and above all these hazards was the one on which the Nazis had based their hopes of exterminating our hard-pressed soldiers—annihilation by massed aerial attack. But the new weapon and the new method of warfare proved ineffective in the face of the powerful offensive-defence put up by our Air Force and the vigorous measures adopted by our Naval units. The communiqué cited went on to say:

"The losses sustained by our Naval forces have been comparatively small. The loss of H.M. Destroyers 'Grafton' (Cmdr. C. E. C. Robinson, R.N.), 'Grenade' (Cmdr. R. C. Boyle, R.N.), and 'Wakeful' (Cmdr. R. L. Fisher, R.N.) was announced on May 30. H.M. Destroyers 'Basilisk' (Cmdr. M. Richmond, R.N.), 'Keith' (Capt. E. L. Berthon, R.N.) and 'Havant' (Lt.-Cmdr. A. F. Burnell-Nugent, R.N.) have also been sunk by enemy action. Of more than 170 minor war vessels of H.M. Fleet engaged in the operation, 24 have been lost."

H.M. Destroyer "Keith" was sunk on June 1, off Dunkirk. The German bombers came over in a line, and the destroyer was hit and took on a bad list. Then, in the words of a survivor:

"We were told to prepare to abandon the ship and take to the boats. We kept the A.A. gun going all the time, and as the ship was going down our fellows were still firing the pom-poms. Unfortunately most of our boats had been wrecked in the attack, and most of us had to take to the water. I swam away and managed to get on to a raft, where several others joined me later. The Germans hadn't done with us yet, though, for they came back while a tug was taking the men off the fore-castle. They bombed the tug, and all the men on it had to swim for it and get picked up again. Some climbed on to a wreck, but the Germans saw them and came and bombed them there, too."





#### 'KELLY' GETS BACK TO PATROL

One evening in May, 1940, the flotilla leader 'Kelly,' commanded by Cmdr. Lord Louis Mountbatten (top, right), was torpedoed and badly damaged by a German E-boat while hunting a submarine off the enemy coast. Above, she is seen with a heavy list on the following day, with men being transferred to another destroyer. She was taken in tow by the destroyer 'Bulldog' and, though repeatedly attacked by aircraft and menaced by submarines, was brought to a British repair yard after being 91 hours in tow or hove-to. 'Kelly' was repaired and refitted, and the photograph at left shows her a few months later again on patrol.

*Photos, British Official : Crown Copyright ; Fox ; Cannons*

"All day Thursday (May 30) I spent at the South Coast base where the ships that brought the Army off came and went. For days and nights there had been a continuous stream to and fro of transports and destroyers, sloops and trawlers, coming back crammed to their utmost capacity with men . . . They embarked thousands from beaches, men wading out to their armpits to reach the boats. They embarked tens of

thousands from piers and jetties, beating off the German bombers with their guns while the troops climbed on board. . . . I was on board a destroyer in the afternoon that had just come back from the beaches. She had had 52 bombs dropped over her and she had lost her captain, but she came back crammed to capacity. They had only one boat, a whaler, to bring them off. The other boats were splintered and out of action."

He sailed in another destroyer about midnight. They wriggled a way through minefields until they neared Dunkirk, and about 3 a.m., in the middle of the swept channel, they bumped some wreckage and fouled one of the propellers. Unable for the time being to clear the propeller, the captain crept ahead on the remaining engine as far as the harbour entrance. Here they lay-to and explained the position by

signal lamp to the Admiral in Dunkirk. Later they got the order, "Enter harbour forthwith."

"Right," said the captain rather grimly. "I suppose it is better to enter Heaven maimed and with one propeller than to stop outside." They went in alongside the mole, where thousands of men of the B.E.F. were patiently waiting for embarkation. It was nearly low water, and the top of the mole was level with the destroyer's bridge. They filled up, despite bombers overhead and German shells bursting with methodical regularity at the end of the mole but hitting nobody. With every inch of space on deck and below crammed with men the ship went out and made her way back to safety.

Destroyer  
at  
Dunkirk

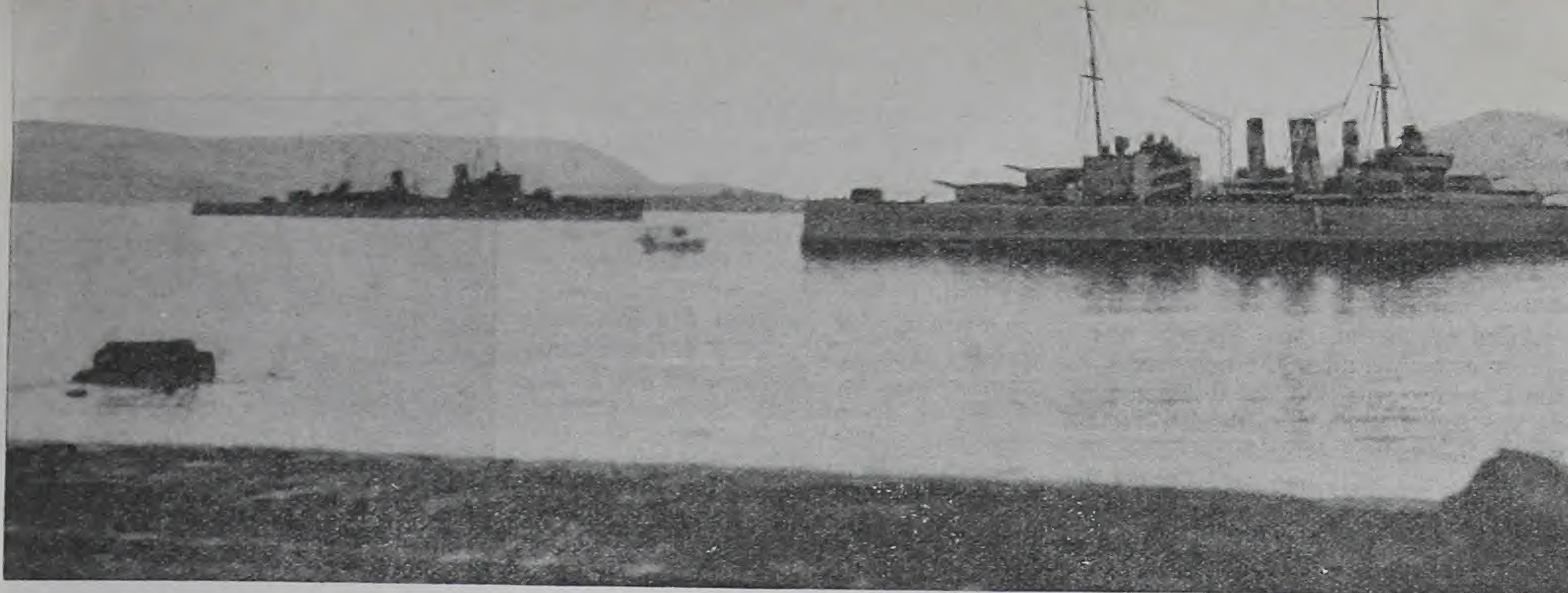
On June 4 the Admiralty sent out a signal congratulating all concerned in the evacuation. Their Lordships appreciated

"the splendid endurance with which all ships and personnel faced the continuous attack of enemy aircraft and the physical strain imposed by long hours of arduous work in narrow waters over many days. The ready willingness with which seamen from every

Some idea of the variety of Naval craft engaged is given by an analysis of the twenty-four casualties referred to. They comprised 1 Fleet minesweeper; 1 gunboat; 1 Fleet Air Arm tender; 5 [later corrected to 4] paddle minesweepers and one other—these were pleasure steamers from London and seaside resorts; 8 trawlers; 3 drifters; 1 dan-laying vessel (a "dan" is a trawler's buoy); 2 armed boarding vessels; and 1 tug. During covering operations Zeebrugge was blocked by ships filled with concrete, and the sea gates of the canal were demolished. (See page 917.)

An account of one facet of the evacuation, by a Naval eye-witness, was issued on June 1. He said:





### IN ICELAND THE NAZIS WERE FORESTALLED

Soon after the German occupation of Denmark on April 9, 1940, British troops landed in the Faroes; above, men of the Royal Marines are seen at Thórshavn, capital of the largest island. Iceland (see inset map) was taken under British control on May 16, and the top photograph shows our warships in Reykjavik harbour. The broadcasting station was put under close guard (left), and soon big guns (below) were mounted for the defence of this important island.

*Photos, British Official: Crown Copyright; Sport & General; Black Star*





walk of life came forward to assist their brother seamen of the Royal Navy will not readily be forgotten. Their Lordships also realize that success was only rendered possible by the great effort made by all shore establishments, and in particular by the Dover Command who were responsible for the organization and direction of this difficult operation."

Admiral Abrial, the French naval officer in command of French forces in the Dunkirk area, left the doomed port as the last French and British vessels were themselves starting. Reaching Dover in the early hours of June 4, he met the First Sea Lord and other high Naval officers and was later received in private audience by the King. On June 15 it was learnt that the Admiral had been awarded an Hon. K.C.B.

By the German defeat of France, Britain was faced with that threatening situation which in the past had

been depicted as a calamity to be avoided at all costs: a hostile Power in possession of

the other side of the Channel. Even before the advent of air warfare such an event had been regarded as one fraught with extreme peril. How much more deadly was it now, when the aerial legions of the Nazis were based only some score of miles from our shores at the nearest point. The entire position, military as well as naval and aerial, was altered. But, in the months that were to follow, the menace faded into the distance and the life of Britain went on much the same as before.

Necessary precautions were immediately taken. As from June 8 no merchant vessel was to approach within three miles of the coasts of the United Kingdom between sunset and sunrise

except in an organized British convoy. But vessels on passage might use a recognized coastal channel where this encroached on the three-mile limit.

The loss of the former Cunard White Star liner "Carinthia" (20,277 tons) in a gallant fight with a German submarine was announced on June 8. She had been converted into an armed merchant cruiser and was commanded by Capt. J. F. B. Barrett, R.N. Two officers and two ratings were killed, but the rest of her complement were rescued.

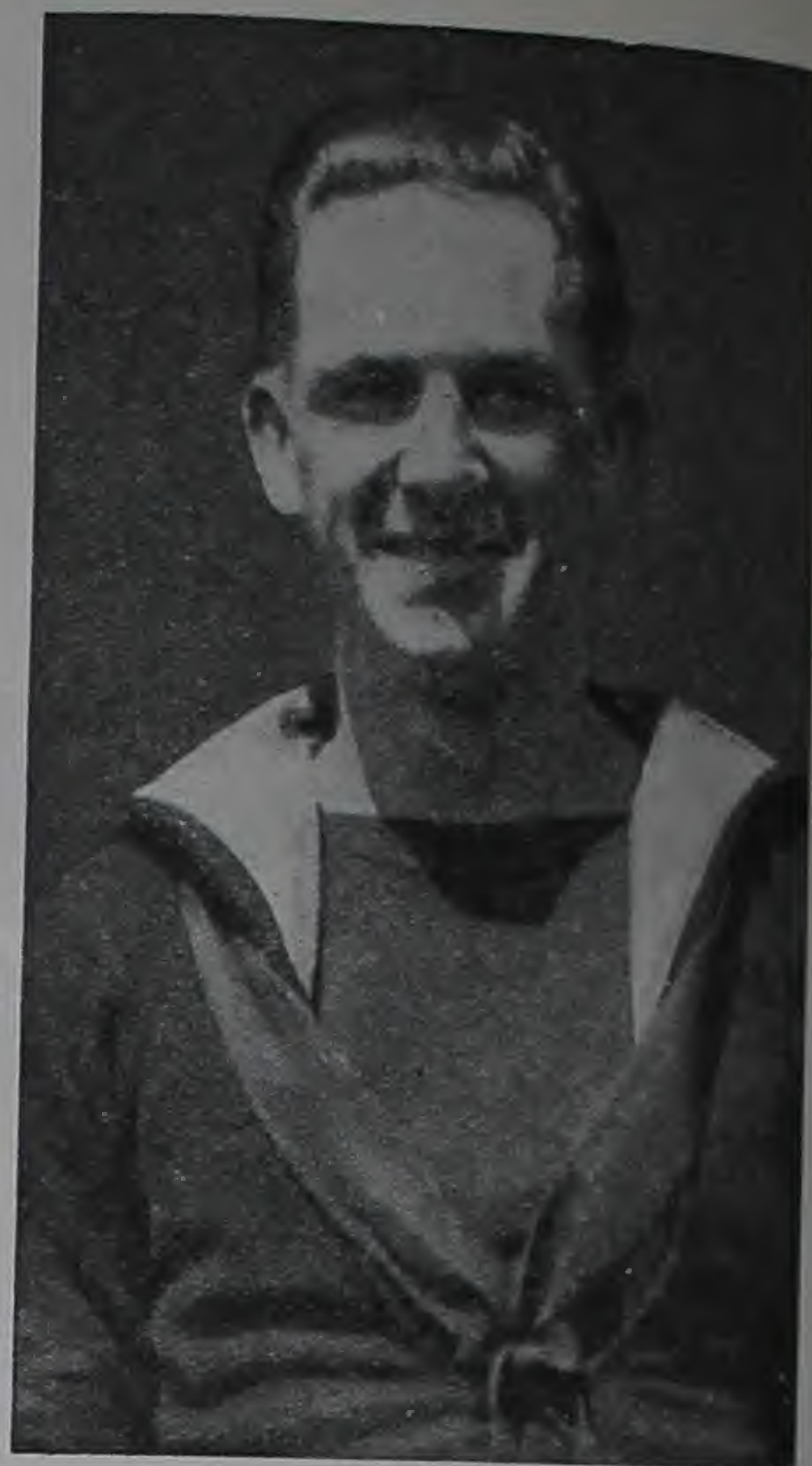
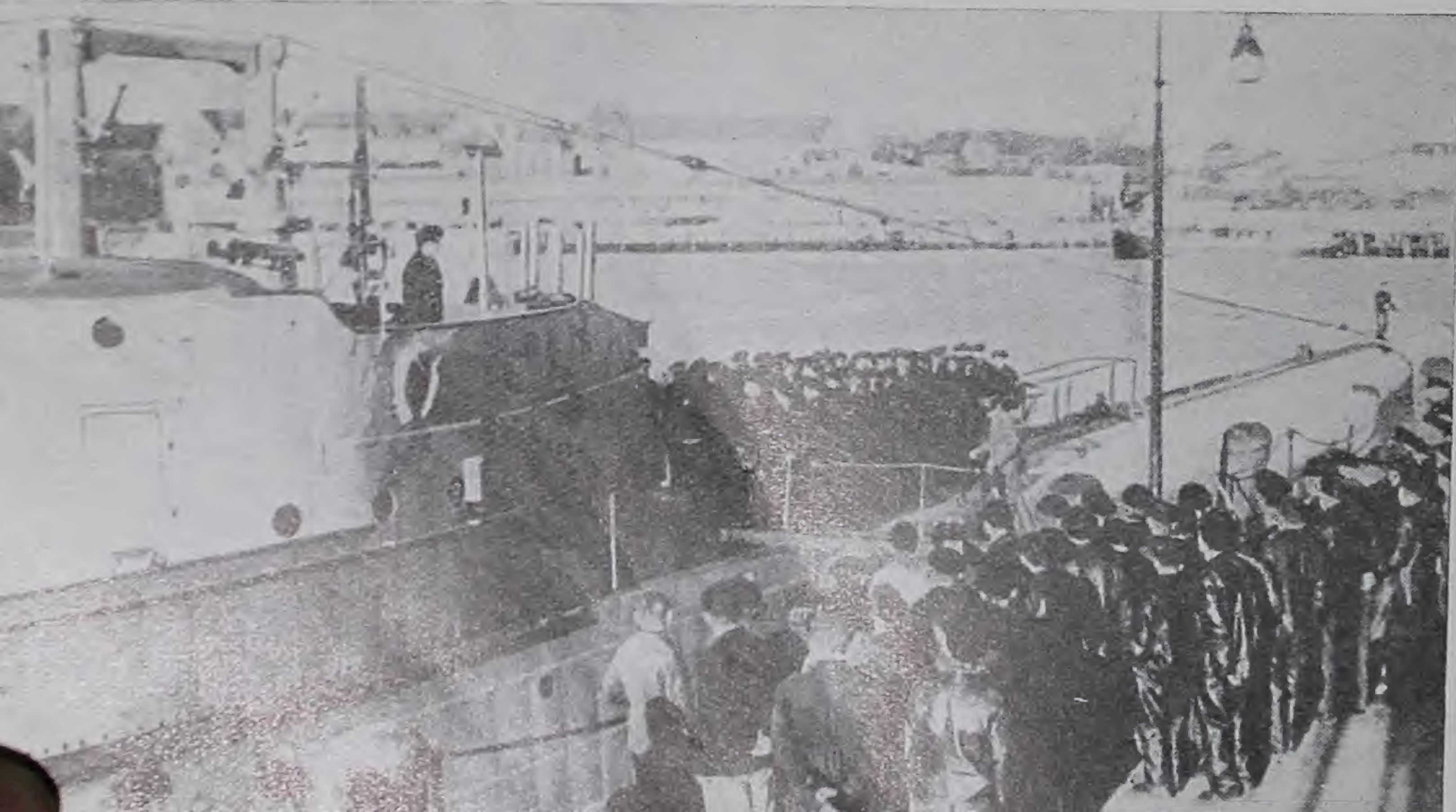
On this same date there was a terse Admiralty announcement that there had been contact between British and German naval forces in northern waters. The entry of Italy into the war on the side of Germany was impending—she declared war on June 10—and it was obvious that what with this risk and the steadily worsening situation in France some fresh disposition of our land and sea forces would be inevitable. It was none the less a grievous disappointment to Britons when the Ministry of Information gave the news on June 10 that Allied troops had been withdrawn from Northern Norway. The Admiralty announced, moreover, that the following ships must be presumed lost: the aircraft carrier "Glorious" (22,500 tons), the destroyers "Acasta" and "Ardent," the transport "Orama" (an Orient liner, 19,840 tons), and a tanker (see illus., page 1065). Thus closed an unhappy venture in the war, marked by many heroic episodes and entered upon with high hopes. Next day aircraft of our Coastal Command scored hits on two cruisers and a transport in the harbour at Trondheim.

In another raid on Trondheim har-

#### WHAT HAPPENED TO THE SUBMARINE 'SEAL'

Many months after an Admiralty announcement, on May 12, 1940, that H.M. Submarine 'Seal' was overdue and must be presumed lost, there came news from enemy sources that the vessel had been captured by aircraft and motor boats while attempting to enter the Baltic. This German photograph purports to show a Nazi crew taking over the refitted submarine.

Photo, Associated Press



#### HE DIED SERVING HIS GUN

Leading Seaman Jack F. Mantle, of H.M.S. 'Foylebank,' a 5,600-ton motor ship, had his leg shattered by a bomb during a Nazi aerial attack on July 4, 1940. He continued to serve his pom-pom, and when electric power failed he worked it by hand, despite further grievous injuries received later. He was posthumously awarded the V.C.

Photo, G.P.U.

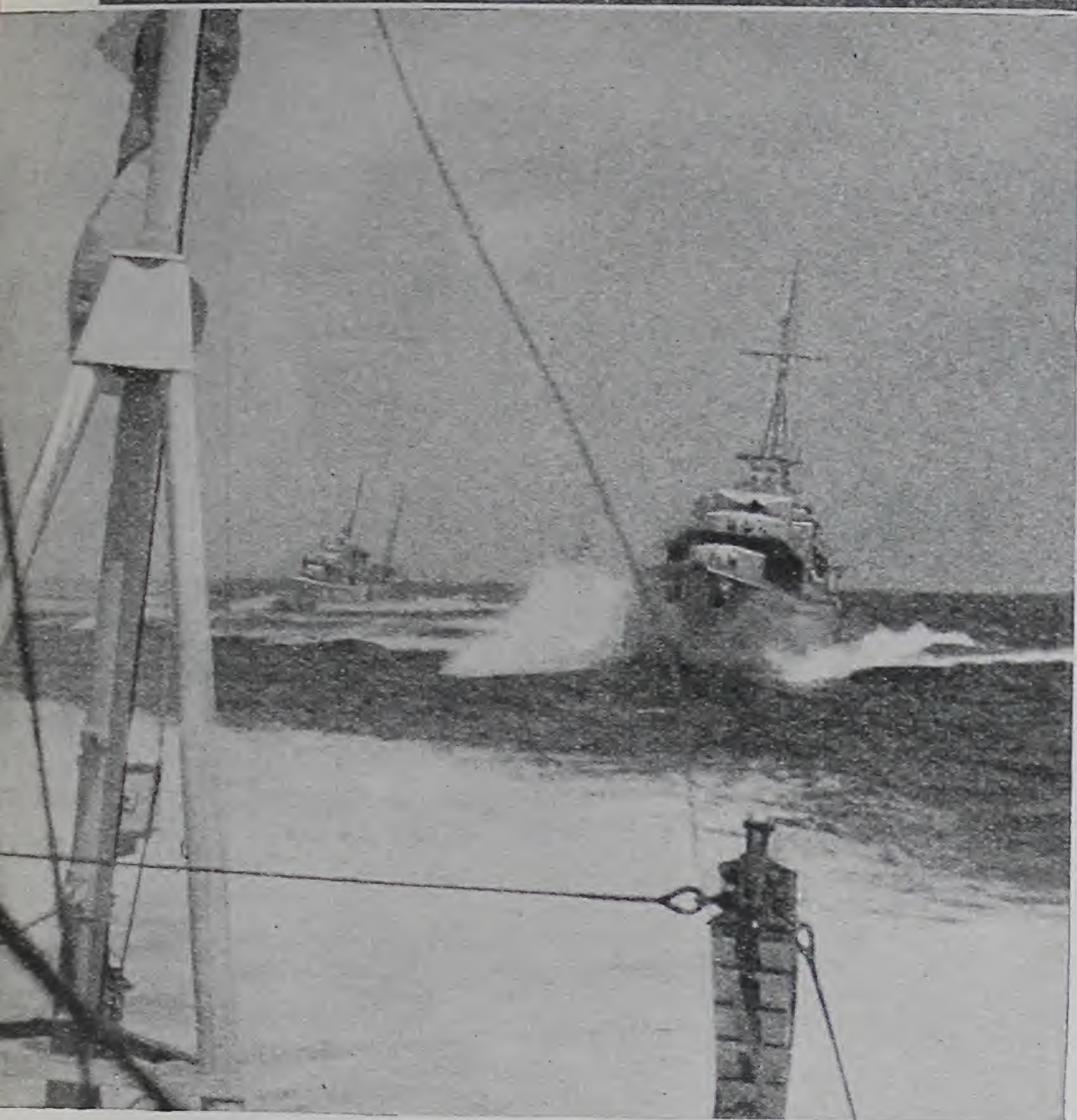
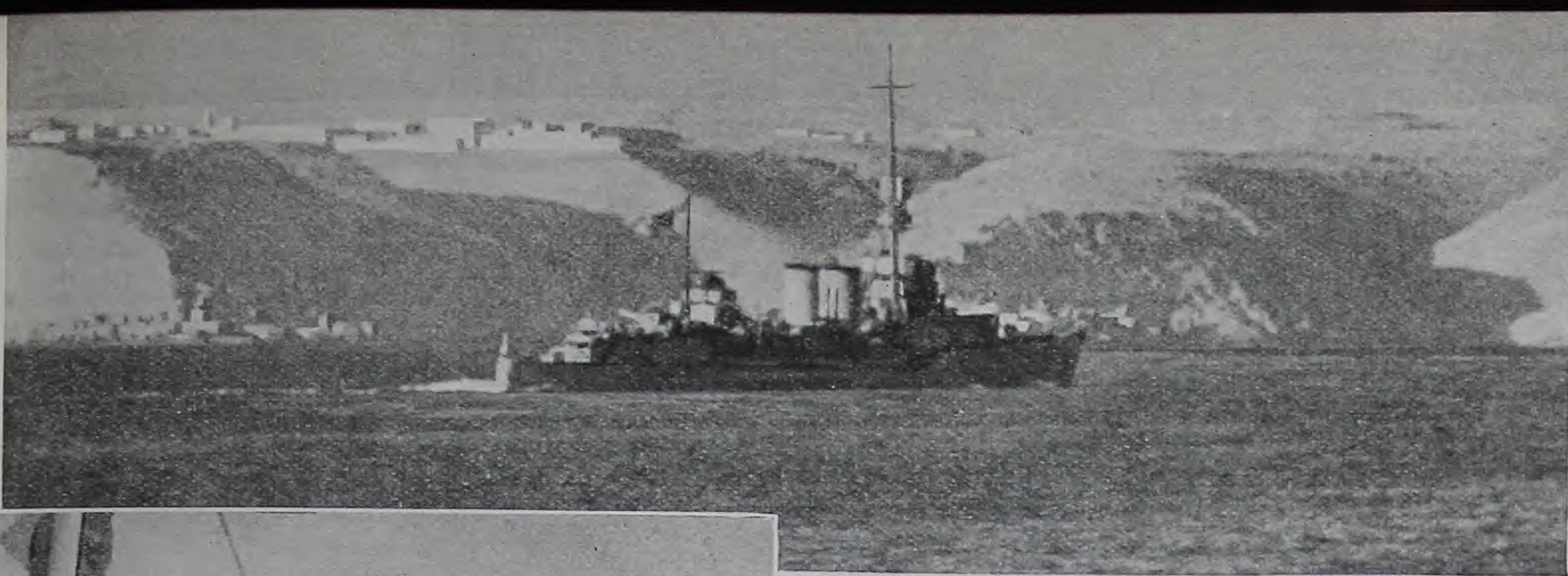
bour, two days later—this time by Fleet Air Arm 'planes—the German battleship "Scharnhorst" was hit.

The Admiralty announced the laying of extensive minefields in the Mediterranean (June 11), by which the Italian coasts with those of Albania and Libya were hedged in.

The gallant little Polish submarine "Orzel," which had escaped from internment at Tallinn and made her way to a British port early in the war, was given up as lost on June 12. She had seen active service with British Naval units after her daring flight from Estonia (see page 115).

On June 13, 1940, the British armed merchant cruiser "Scotstoun" (17,000 tons) was torpedoed and sunk in the North Atlantic by a U-boat. The first torpedo shattered the steering gear and screws and also wrecked the aerial. Another aerial was rigged and the radio operator was able to dispatch a code message for help. Then came a second torpedo, which completed the destruction. The ship heeled over and the gunners were soon waist-deep in water, but they went on serving the guns. "Abandon ship" was ordered, and one after the other the gun crews went to their boat stations or

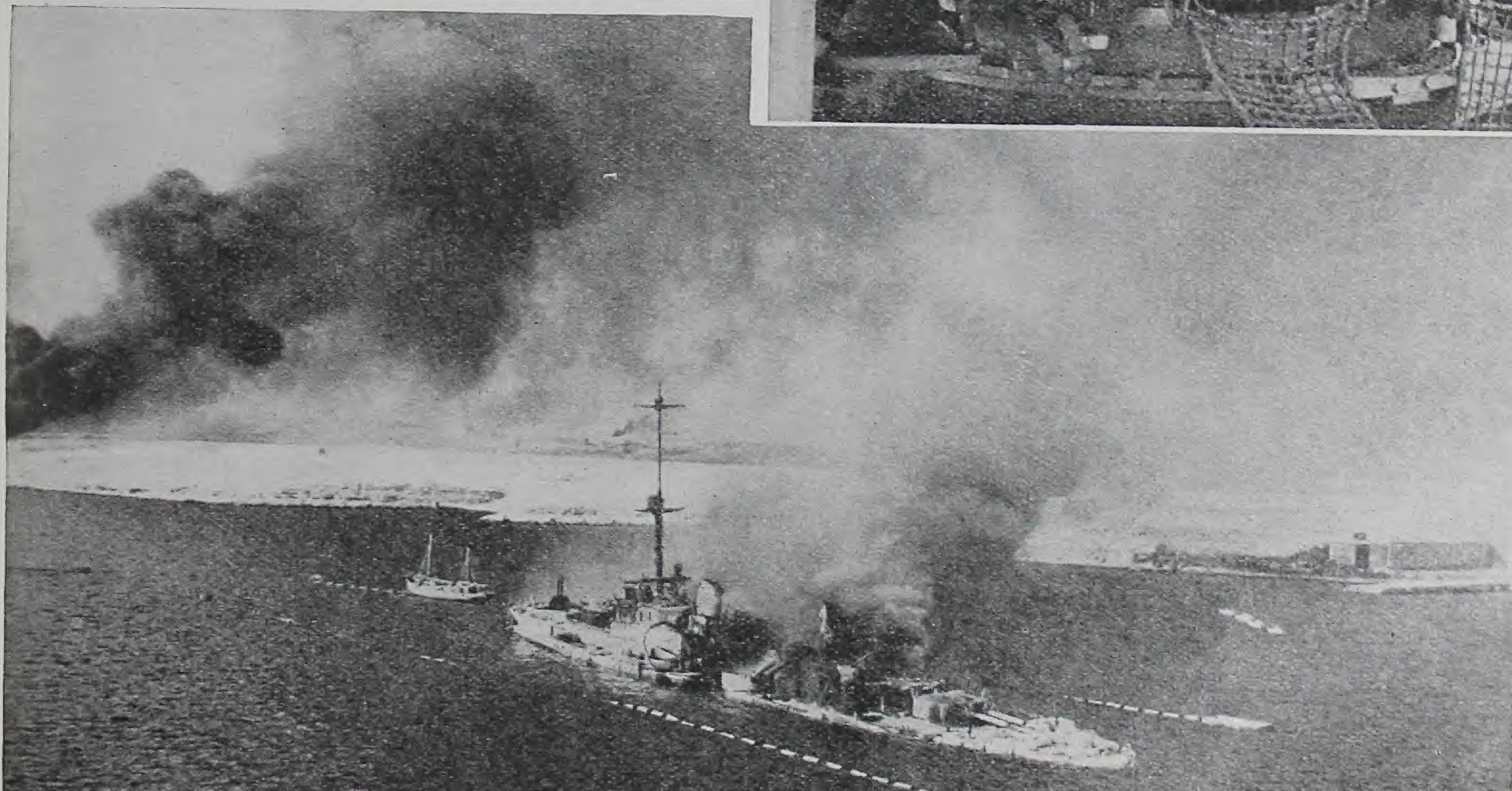
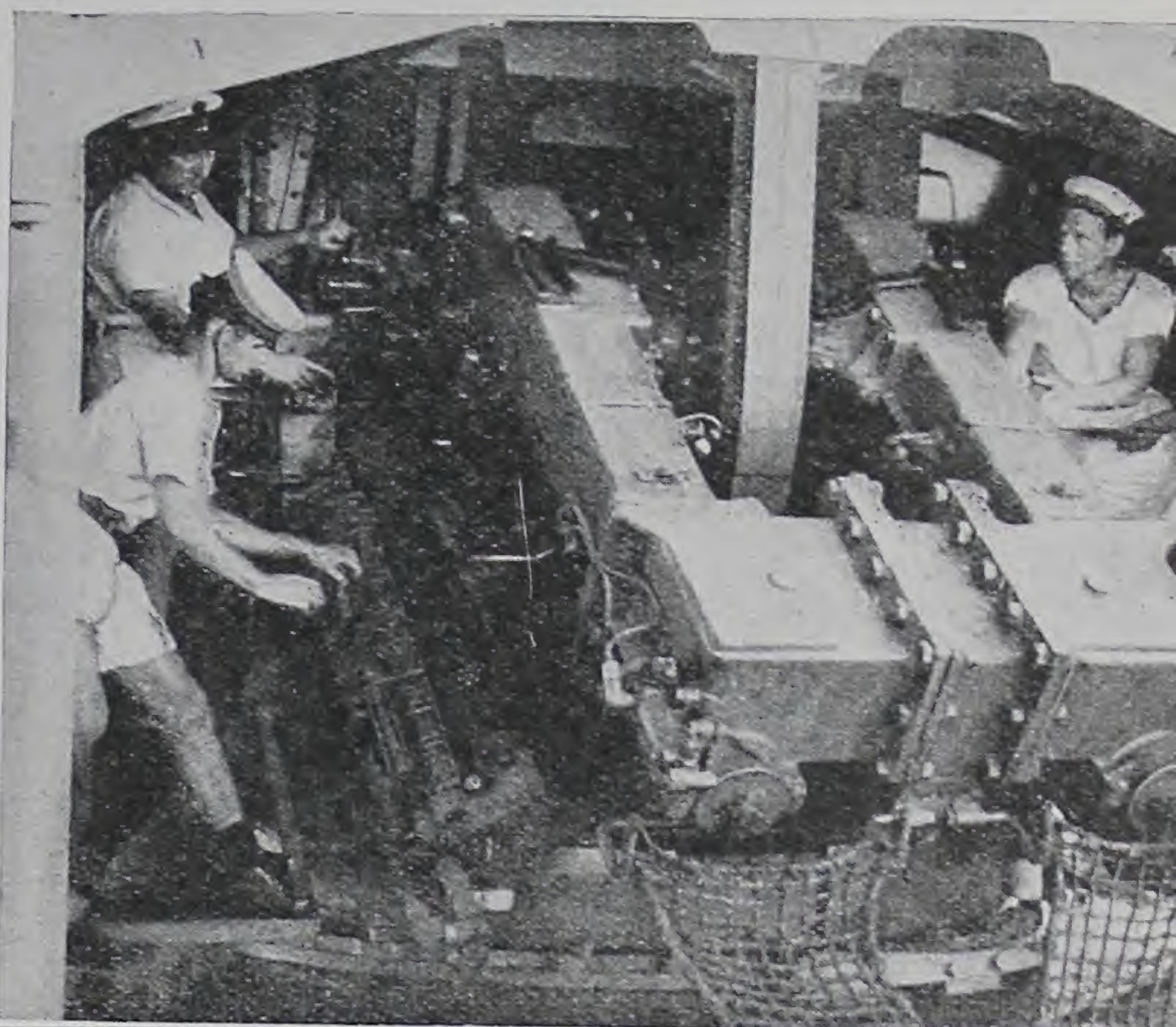




# **SWIFT REPRISAL TO THE 'STAB IN THE BACK'**

British Naval units and aircraft shelled and bombed Tobruk on June 11, 1940, setting on fire the Italian cruiser 'San Giorgio' (seen at foot of page, ablaze after a further attack during the capture of Tobruk on January 21, 1941). Top three photographs show a British cruiser shelling Bardia soon after Italy entered the war; other cruisers on the way to Bardia; and a gun crew at work.

*Photos, British Official: Crown Copyright*





slid over the side on to rafts. But the stern high-angle gun went on to the end, with the corpses of two of its crew washing about in the waves at its base. At length that gun stopped, and the survivors joined officers and others on the bridge. Eventually this little band went over the side and was picked up.

The rapid advance of the German armies through France soon brought other ports under enemy control: St. Nazaire (June 17), Cherbourg (June 18), Brest (June 20), St. Malo and Lorient (June 22). At each there was an evacuation of British troops and material, followed by the destruction of anything of benefit to the enemy. The story is told in Chapter 97. During one of such tasks the Canadian destroyer "Fraser" was lost in collision off Bordeaux (see photograph, page 999). At St. Nazaire occurred the major disaster in which the troopship "Lancastria" (former Cunarder) was sunk on June 17 by a dive-bombing attack, with the loss of some 2,000 lives (photographs in page 998).

The course of events in the Mediterranean region must now be glanced at. British shipping had been excluded from the Mediterranean since May 1, so that our Navy was freed from the onerous duty of shepherding merchant vessels in those waters. We had maintained a strong Fleet at Alexandria for many months. It was under the command of Sir Andrew Cunningham, who had taken the necessary steps to counter any likely action by the Italians, if and when they came into the war. The task of this Fleet was to protect Egypt and the Suez Canal, and to harass the flank of an Italian force advancing from Libya along the coastal road that it must take. Further, there was the oil line terminal at Haifa to be safeguarded. And over and above all these was the need to seek out and destroy the enemy fleet.

On paper, Italy had a strong showing, with four battleships of the Littorio class (35,000 tons, armed with nine 15-inch guns); four rebuilt battleships of the Cavour class (22,500 tons, armed with ten 12.6-inch guns); seven battle-cruisers of 10,000 tons; 28 light cruisers; 144 destroyers and torpedo-boats; 133 submarines; and 108 motor torpedo-boats. But the Cavour class battleships dated from 1911-13 and had been drastically reconstructed during the years 1933-1937; they were lengthened by

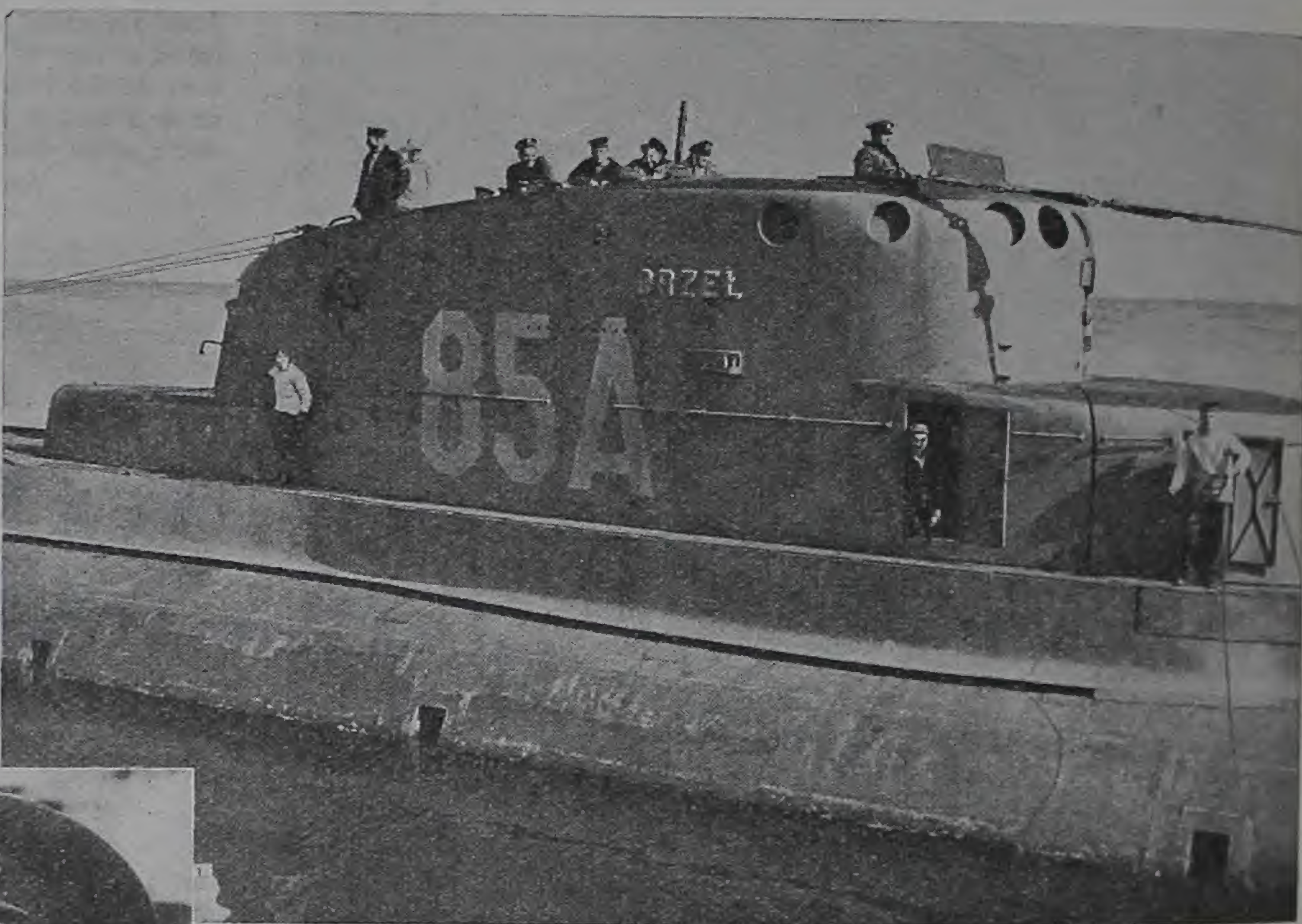
some 80 feet, the centre turret done away with, and their existing 12-inch guns rebored to 12.6-inch calibre. New engines and boilers gave them an extra six knots, making the nominal speed 27.

Of the newer battleships only two had been completed, "Littorio" and "Vittorio Veneto." They were said to be the last word in warship construction, and probably had a speed of 31 knots. The Cavour class vessels were an unknown quantity; and besides these considerations were those of morale and high policy. How far would Mussolini risk his fleet in active warfare? British naval and air units raided

trawler at once attacked with depth charges. These brought the submarine to the surface. The submarine engaged the trawler with her entire armament, consisting of torpedoes, two 3.9-inch guns and smaller guns. The trawler replied with her 4-inch and a Lewis gun, and scored hits on the submarine with 4-inch shells. The submarine subsequently surrendered and was brought into Aden as a prize."

The captain and several officers the submarine were killed; three officers and 37 ratings were taken prisoner.

H.M. "Moonstone" was commanded by Boatswain W. J. H. Moorman, R.N., who was awarded the Distinguished Service Cross and selected to undergo



#### POLISH SAILORS WHO FOUGHT FOR BRITAIN

The Polish submarine 'Orzel' (first officer, Lieut. Andrew Piasecki, left) was given up as lost on June 12, 1940. Escaping from internment at Tallinn in September, 1939, the 'Orzel' made her way to Britain and joined our Fleet. Later she was engaged in the Kattegat and Skagerrak operations, and sank German transports. The photograph shows the return of the submarine from these exploits.

*Photos, Sport & General*

Tobruk on June 11, when the Italian cruiser "San Giorgio" and two submarines were hit and set on fire. After this the enemy cruiser did not venture forth again, but remained at Tobruk apparently as a guardship. Enemy submarines drew first blood on June 13 by sinking H.M.S. "Calypso," a light cruiser of 4,180 tons. One officer and nearly 40 ratings were reported missing. On the 15th the Admiralty reported the sinking of four Italian submarines in the Mediterranean. On June 22 there came the announcement of brilliant work by H.M. Trawler "Moonstone," operating in the Gulf of Aden. She "was on patrol . . . when the periscope of a submerged submarine was sighted. The

the necessary courses for promotion to the rank of lieutenant. From Mr. Moorman's report it was possible to add further details to the story. The submarine was the "Galileo Galilei," of 1,231 tons, armed with two 3.9-inch guns. Contact was made with her soon after 11.30 a.m. by means of the trawler's Asdic apparatus, and later she was attacked with depth charges. At 12.30 p.m. she appeared on the surface dead astern at a range of about a mile and steaming in the opposite direction to that of the "Moonstone." Turning at once the trawler started to chase, opening fire with her 4-inch gun: the second round hit and burst inside the submarine's conning tower.

The enemy returned the fire, but the "Moonstone" closed to within half a



mile and, by a heavy fire from Lewis guns, drove the Italian gunners away from their own 3.9s. Some of the trawler's men kept up a slow and deliberate sniping fire with rifles. Another hit with the 4-inch gun was scored on the enemy, and the range closed rapidly. After two more hits on their conning tower, the Italians hauled down their flag.

Another Italian submarine was destroyed about this time by our light Naval forces operating in the East Indies.

Italy lost six more underwater craft before the month was out: two in the East Indies and four in the Mediterranean. A communiqué of June 29 also disclosed that an Italian destroyer had been sunk in the Mediterranean.

In the western theatre of war Marshal Pétain's announcement, on June 17, that he had approached Hitler with a request for an armistice brought immediate problems for the Naval Command. What was to become of the French Fleet, a large part of which was at Alexandria, where it had been co-operating with our own? And what also would be the position with regard to France's ports on the Channel and the Atlantic? An armistice with Germany was signed on June 22, and one between France and Italy two days later. The text is printed in pages 1018-19. The French Fleet, excepting

that part left free for the safeguarding of French interests in the Colonial Empire, was to be collected in ports to be specified and there demobilized and disarmed under German or Italian control.

Mr. Churchill, speaking in Parliament on June 25, 1940 (see Historic Documents, No. 150, in page 1002),

said that it was with grief and amazement that he read these terms. "The safety of Great Britain and the British Empire," he said, "is powerfully, though not decisively, affected by what happens to the French Fleet."

A few days later the British Government took drastic steps to protect British interests and ensure that many of the

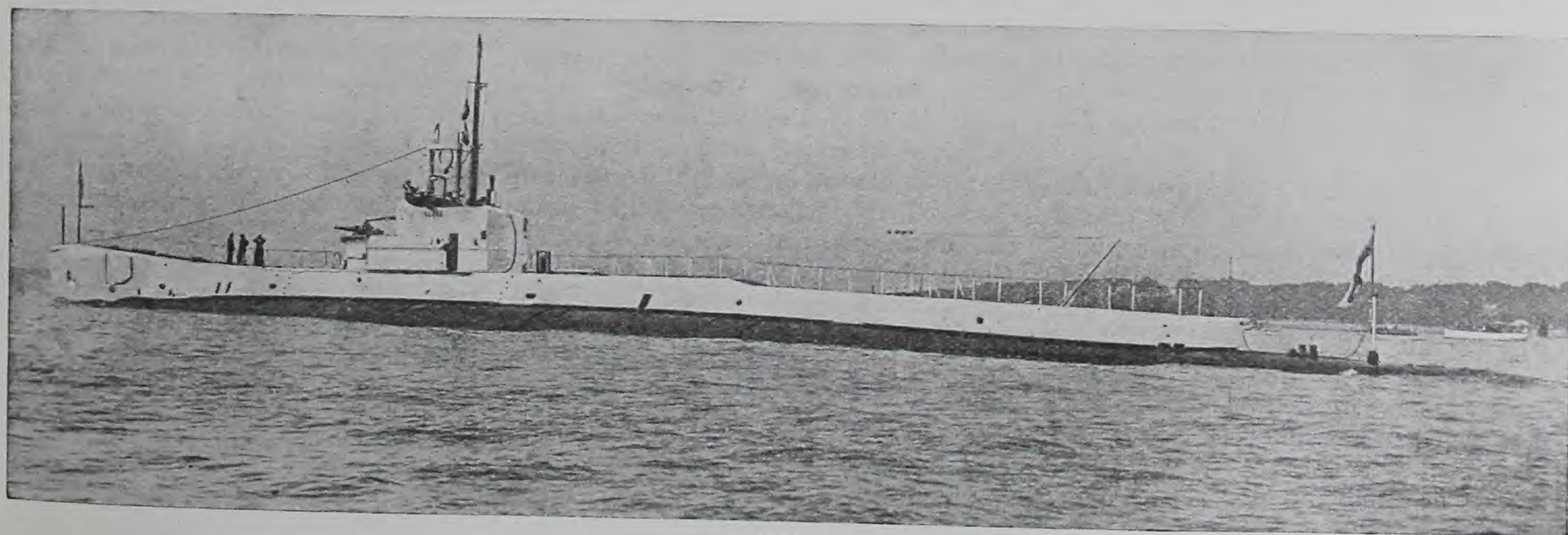
French vessels should not fall into enemy hands. These operations are dealt with in Chapter 105. There are certain other Naval activities during the latter half of June which must be mentioned. A third armed merchant cruiser fell a victim to the U-boats, this vessel being the former Cunard White Star liner "Andania," whose loss was announced on June 20, together with the presumed loss of H.M. Trawler "Juniper." On June 22 further attacks were made by air and by submarine on the German battleship "Scharnhorst" in the North Sea, while she was on her way from Trondheim to a German port for repairs. The enemy was hit by three aerial bombs and was torpedoed by H.M. Submarine "Clyde." To make the story complete we may anticipate by a few days and record how on July 1, the battleship was located at Kiel and there heavily bombed again—this time by planes of the Coastal Command. She was set on fire. On June 28 the Admiralty announced



#### THE HUNTING OF THE 'SCHARNHORST'

The German battleship 'Scharnhorst' (see illus., p. 820) was bombed by the Fleet Air Arm in Trondheim harbour on June 13, 1940. Nine days later she was torpedoed by the submarine 'Clyde' (below) in the North Sea and again bombed. On July 1 she was located at Kiel and attacked by aircraft of the Coastal Command, being set on fire. The aerial photograph above shows (1) the 'Scharnhorst' in floating dock at Kiel, undergoing repair; (2) the pocket battleship 'Lützow' in dry dock while her stern is being repaired; (3) a Hipper class cruiser with (4) a Köln class cruiser, in the Germania yard for repair or refit.

Photos, British Official: Crown Copyright; Sport & General



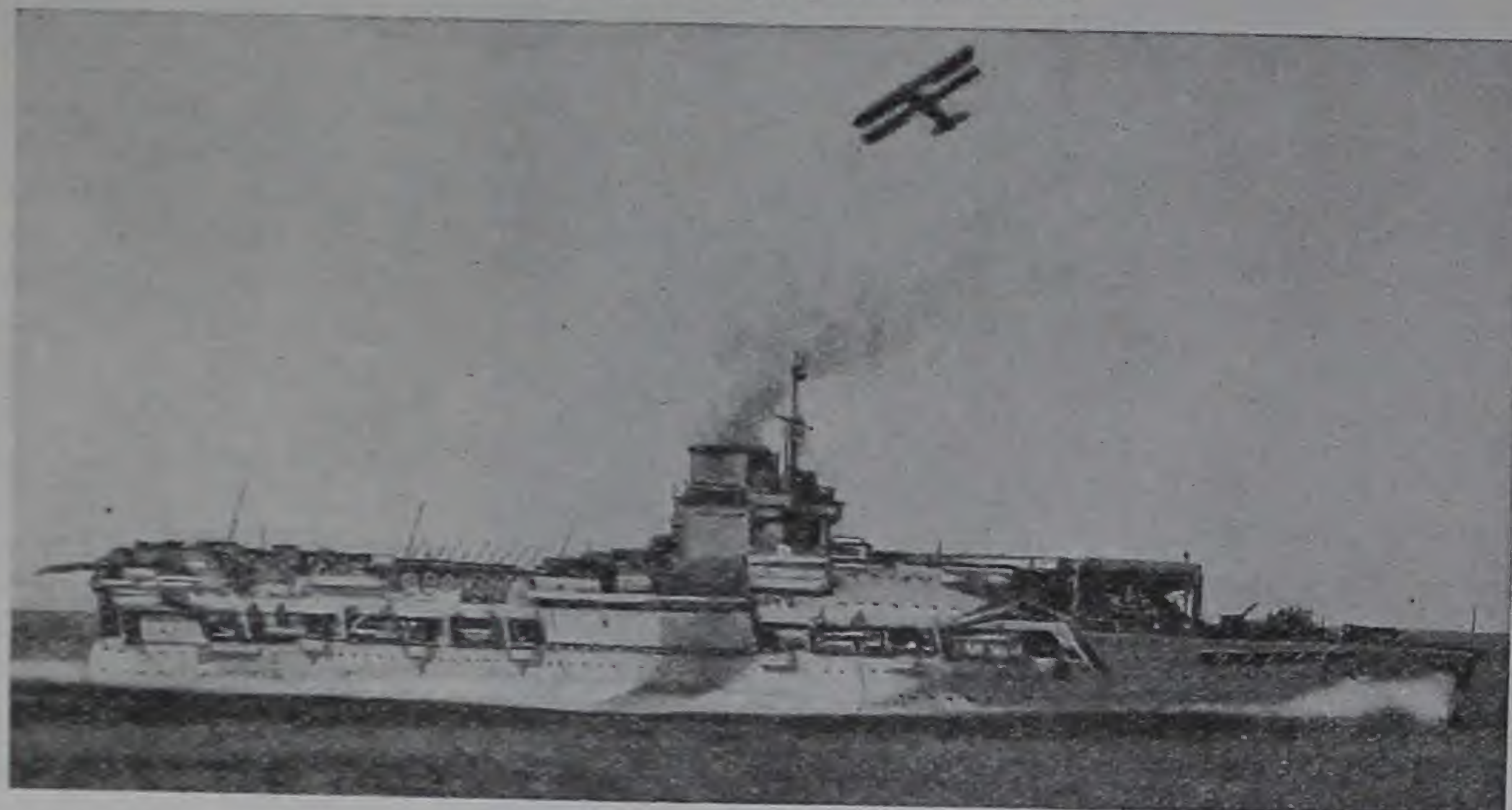




## NAVAL LOSSES IN THE EVACUATION OF NARVIK

When the grave situation in France made it imperative to withdraw Allied forces from Narvik early in June, 1940, a perilous task with very adverse odds was imposed on our Navy in Northern waters. The destroyers 'Acasta' (left) and 'Ardent' were lost in this operation, and with them the aircraft carrier 'Glorious,' here seen in Norwegian waters shortly before her end.

*Photos, Wright & Logan; Associated Press*



that H.M. Submarine "Tetrarch" had sunk an enemy supply ship off Norway.

On July 2 the Blue Star liner "Arandora Star" was torpedoed by a German submarine off the west coast of Ireland while on voyage to Canada with about 1,500 German and Italian subjects who had been interned in Britain and were being sent to an internment camp oversea. The vessel was well-known to thousands of Britishers as a cruise-liner. Largely owing to the fact that they fought among themselves to get to the lifeboats, 470 Italians and 143 Germans lost their lives. The U-boat was said to have been commanded by Captain Prien, who had torpedoed the "Royal Oak" in Scapa Flow on October 14, 1939. (See illus. pp. 244 and 245.)

H.M. Submarine "Snapper," the Admiralty announced on July 7, had torpedoed five German ships in convoy. This submarine (670 tons) was commanded by Lt. W. D. A. King, who had been awarded the D.S.O. for exploits during the Norwegian campaign. Next day came the news of the loss of the British destroyer "Whirlwind" (V-class, 1,100 tons), sunk by a U-boat. Her commander was Lt.-Cmdr. J. M. Rodgers, R.N.

Survivors were picked up by another of His Majesty's ships.

Things began to liven up in the Mediterranean, and on July 9 there occurred a brush with the Italians in the Ionian Sea which our Commander-in-Chief described as a "disappointing action"; one enemy cruiser was hit by a torpedo from our naval aircraft, but the Italian vessels made off at high speed and could not be brought to close-range combat. The Italian official communiqué admitted that one naval unit—presumably a capital ship—had been hit by a 15-inch shell; also that the destroyer "Zeffiro" had been sunk. In another part of the Mediterranean H.M. Submarine "Parthian" (Lt.-Cmdr. M. C. Rimington, R.N.) sank an Italian submarine. During the operations off Calabria on the 9th, it was later disclosed, 20 Italian aircraft had been shot down. On this same day a British Naval formation based on Gibraltar carried out a sweep towards the Central Mediterranean and destroyed four enemy aircraft, besides badly damaging three others. It began to emerge that our warships had little to fear from the air activities of the Italian Regia Aeronautica.

H.M. "Shark," another of our dare-devil submarines, failed to report and was "presumed lost" (July 15). Commanded by Lt.-Cmdr. P. N. Buckley, R.N., she was a sister ship of "Snapper." On the 14th the loss of H.M. Destroyer "Escort" in the Western Mediterranean

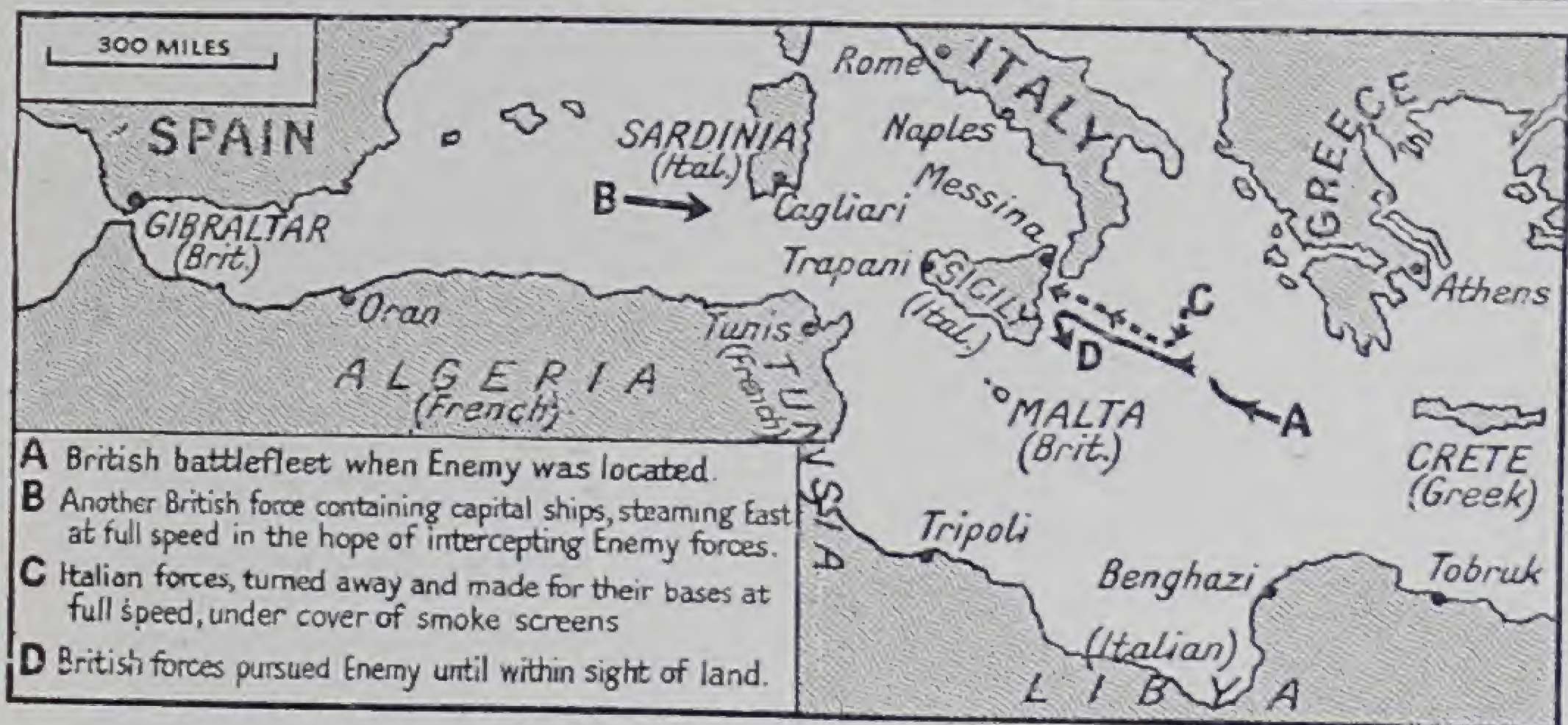
Armed  
Trawlers  
Lost

was announced. Other naval casualties about this time were the destroyer "Imogen," sunk as the result of a collision during fog; and the Admiralty trawler "Rinovia," lost by air attack after shooting down one enemy plane (July 10). Another trawler that fell a victim to enemy air attack was H.M. "Crestflower," whose loss was reported on July 21. At the same time the announcement was made that the submarine "Salmon" was considerably overdue. Under the command of Commander Bickford, R.N., D.S.O., she had torpedoed the "Leipzig" and another enemy cruiser in the North Sea (December 14, 1939).

The loss of the destroyer "Brazen" was made known on July 22. Attacked by a large number of Nazi bombers, she shot down three before being herself put out of action. Under tow by another destroyer, H.M. "Brazen" sank before reaching port. Her captain, Lt.-Cmdr. Sir Michael Culme-Seymour, and all the complement were rescued.

In an encounter off Crete on the morning of July 19 Italy lost her fastest cruiser, the "Bartolomeo Colleoni" (5,070 tons). Our patrols in the Aegean, consisting of the Australian cruiser "Sydney" (Capt. J. A. Collins, R.A.N.) and some destroyers, came into contact with two Italian cruisers of the Colleoni class about 7.30 a.m. The enemy was first sighted by our destroyers and altered his course westwards, endeavouring to escape. H.M.A.S. "Sydney" arrived in support about an hour later and scored vital hits on the "Bartolomeo Colleoni" (see photograph in page 1082). Profiting by this our destroyers were soon able to complete the destruction of the enemy. The other Italian warship—the "Giovanni delle Bande Nere"—was hit, but was saved



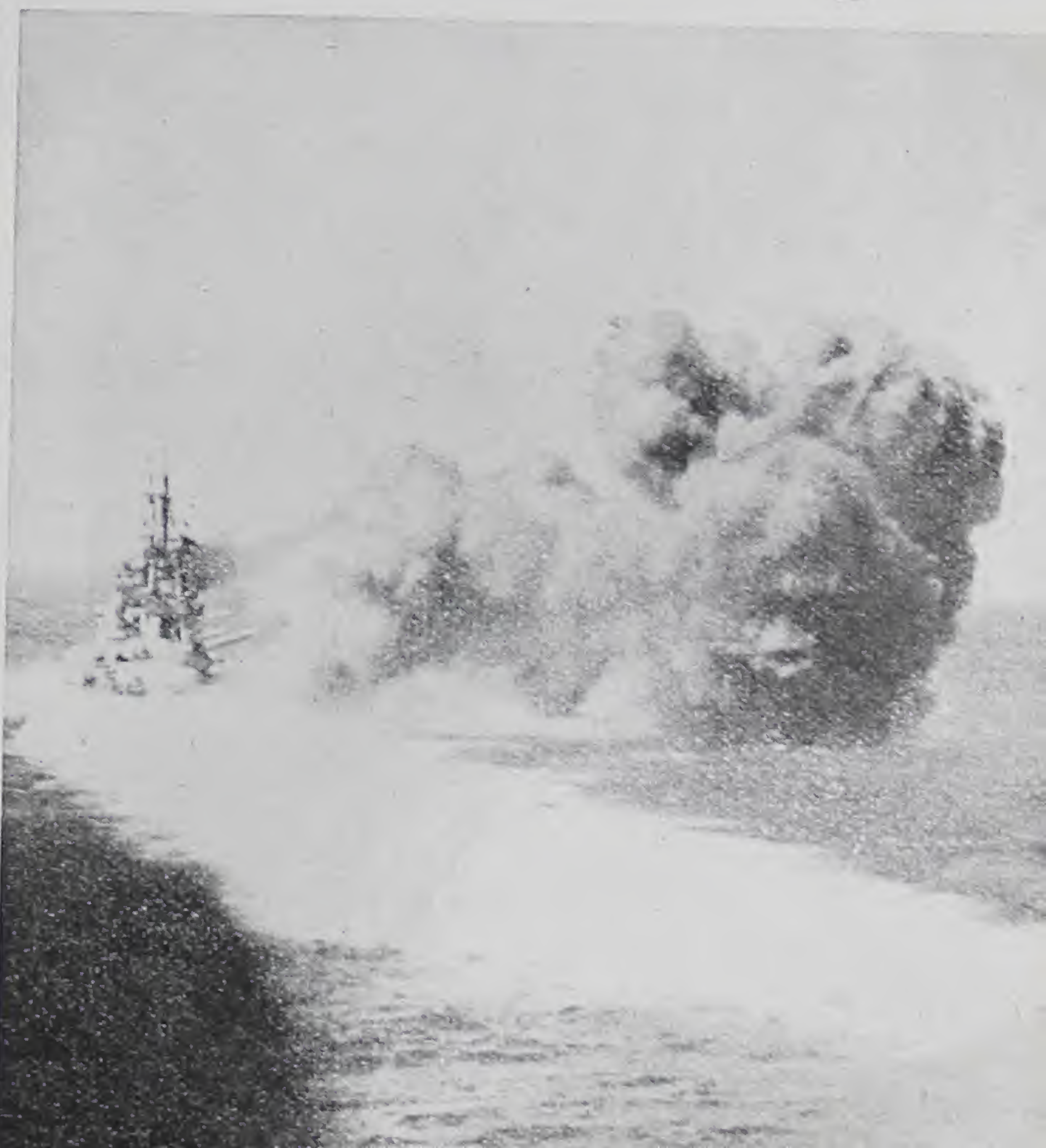
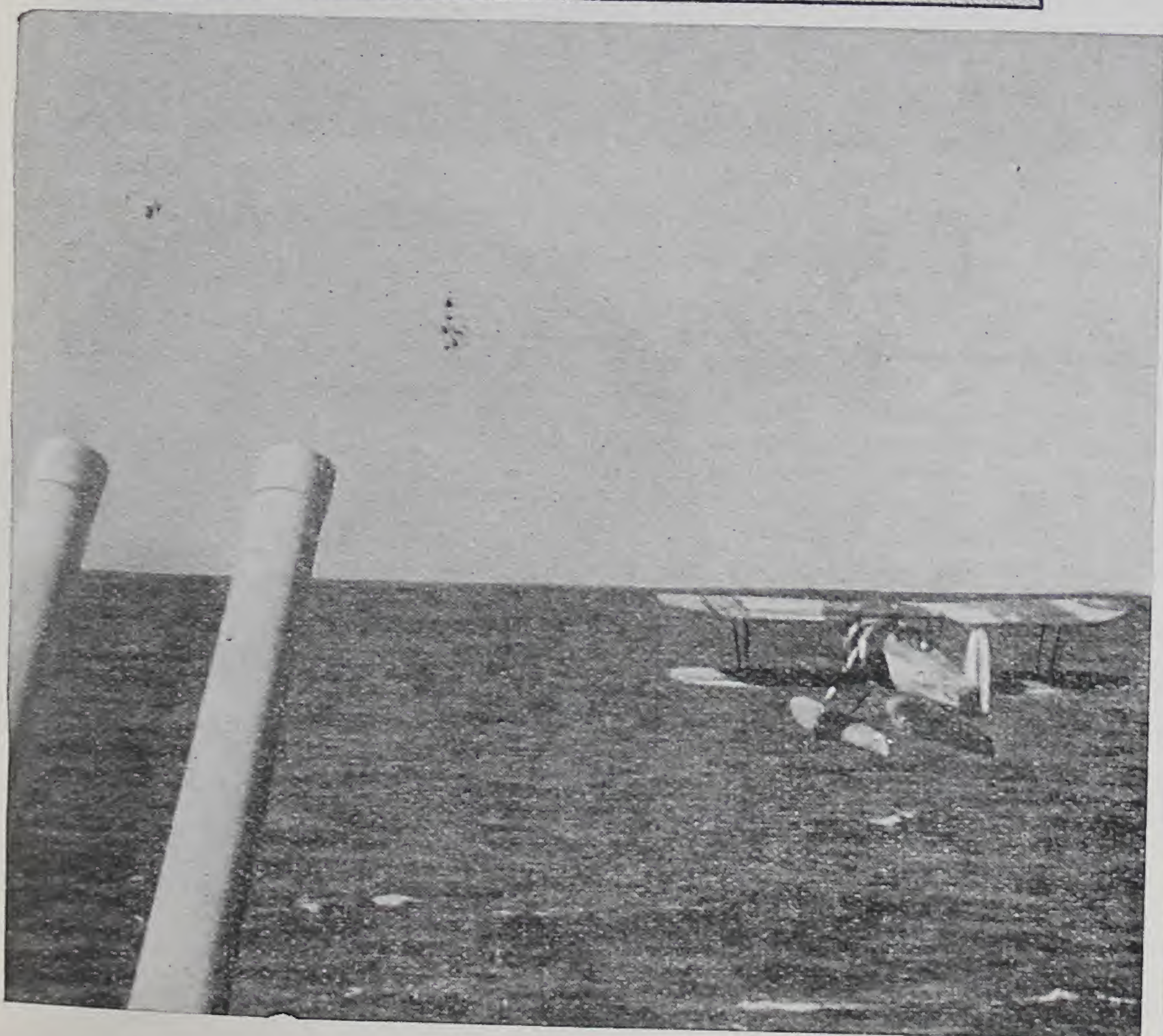


### 'DISAPPOINTING ACTION' IN THE IONIAN SEA

The map opposite illustrates successive stages in what the British C.-in-C. termed a 'disappointing action,' fought on July 9, 1940. One Italian capital ship was hit by a 15-inch shell from a British battleship, and an Italian cruiser was torpedoed by our Naval aircraft. The enemy made off at speed and thus escaped destruction. Above, the scene on one of the enemy warships after a direct hit from a British shell; below, right, another photograph from enemy sources shows a salvo being fired from an Italian battleship. On the left a British seaplane flies off to observe for the guns.

*Photos, Associated Press ; Central Press ; Keystone*

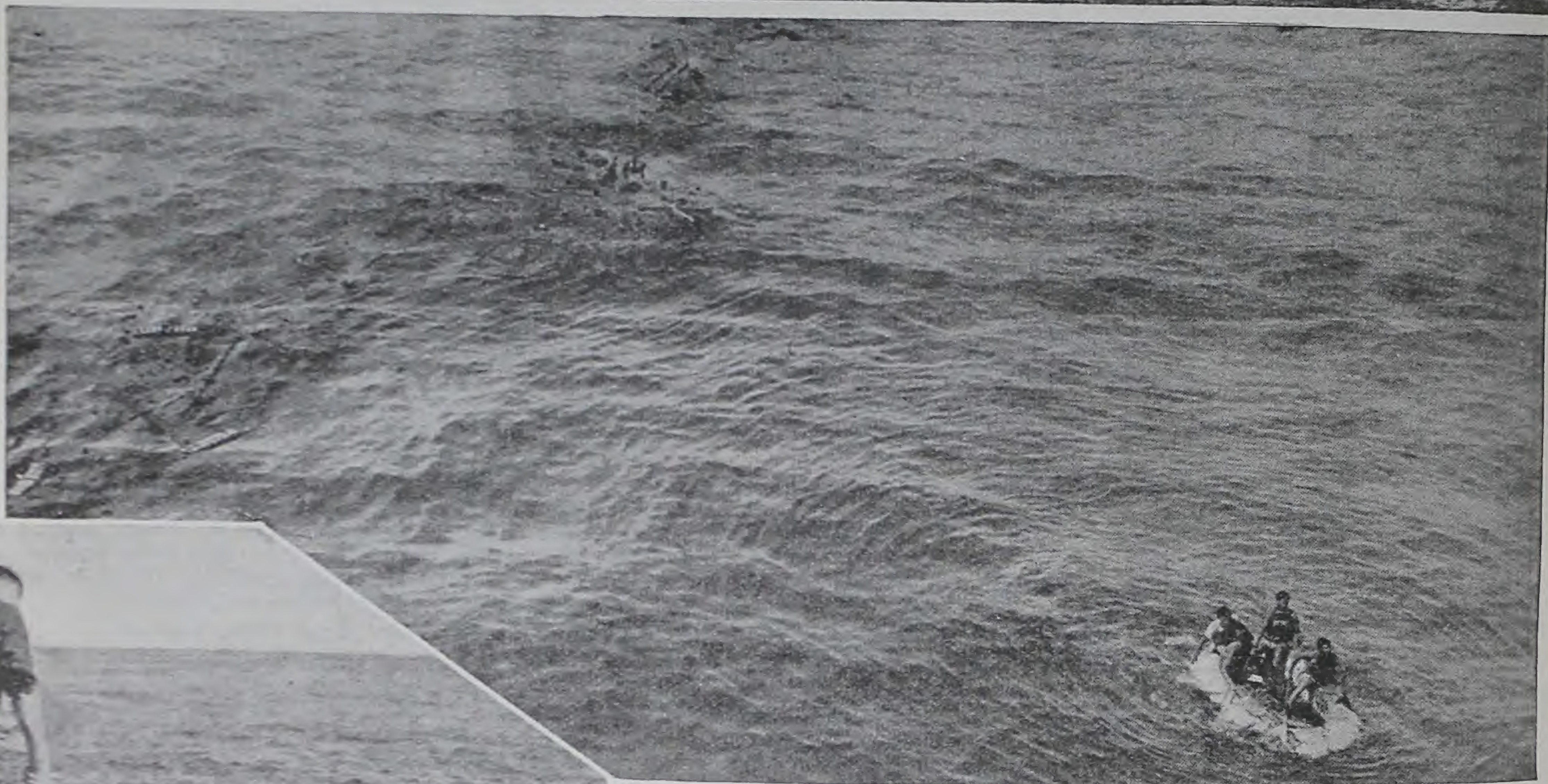
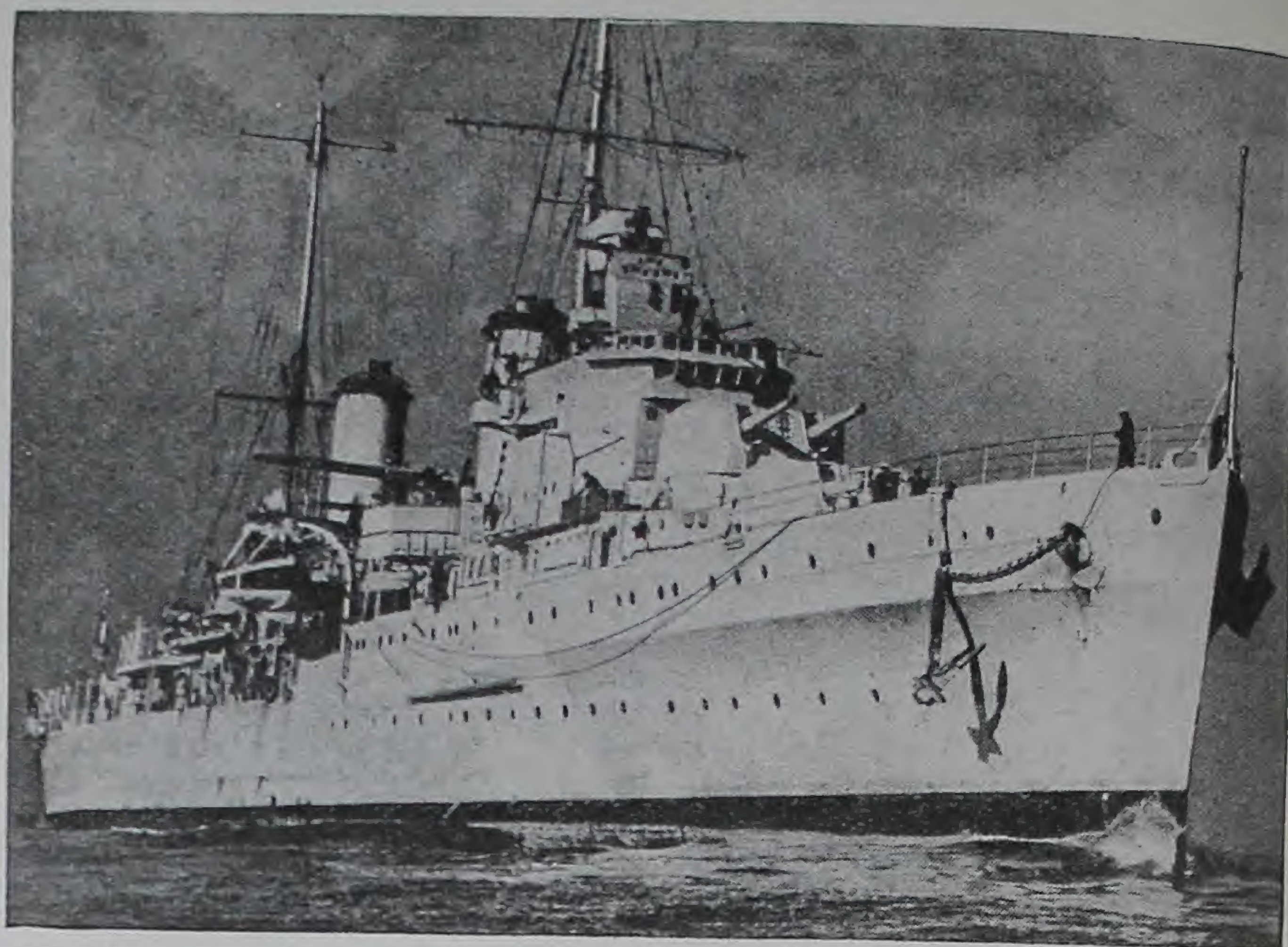
1D<sup>3</sup>







Captain J. A. Collins, R.A.N., commanded the Australian cruiser 'Sydney' (right) in the action off Crete on July 19, 1940, when she outfought the 'Bartolomeo Colleoni.' He was awarded the C.B.



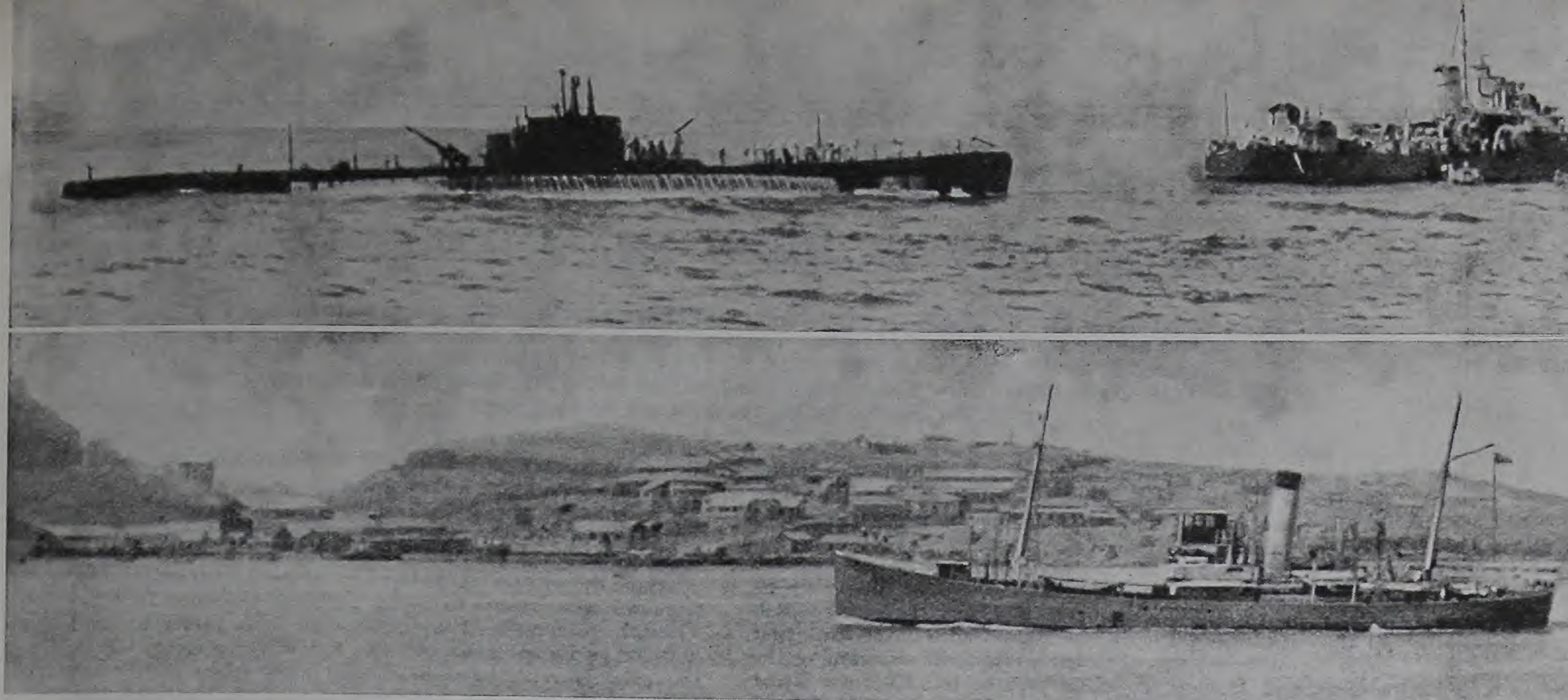
### NAVY SHOWS MERCY TO A VANQUISHED FOE

Brought to a halt by the accurate gunfire of H.M.A.S. 'Sydney' (see the striking photograph in page 1082), the Italian cruiser 'Bartolomeo Colleoni' was then finished off by our destroyers (senior officer, Cmdr. Hugh St. L. Nicholson, D.S.O., R.N., right, who was awarded a bar to his D.S.O.). Well over 500 survivors were picked up: above, some are seen swimming amid the wreckage of their ship; on the left are Italian sailors being helped up the side of the 'Sydney.'

*Photos, British Official: Crown Copyright; Associated Press; Topical Press*







from a like fate only by her superior speed. Our ships rescued 545 from the sinking vessel, including her captain, Umberto Navaro, who died later in Alexandria; during this work of mercy they were bombed by Italian aircraft. There were no British casualties.

For this fine piece of work Captain Collins (a brilliant gunnery expert) was made a C.B.; Commander Hugh St. L. Nicholson, D.S.O., R.N., senior officer of the destroyer force, was awarded a bar to the D.S.O. he had received in the Birthday Honours list announced ten days earlier. Thus in this, the first straight fight between British and Italian warships, our Navy proved itself supreme. The "Colleoni" was as powerful and as fast as modern skill could make her, and was built especially for use against destroyers. Like the "Sydney," she was armed with 6-inch guns, but was five or six knots faster than the Australian warship.

On July 22 the Admiralty gave notice of a new minefield that extended from the N.W. coast of Cornwall, between Hartland Point and Trevoze Head, to the limit of Irish territorial waters between Mine Head and the Tuskar lightship. Thus the Irish Sea was closed to the south, and vessels wishing to enter that sea or the Bristol Channel had to pass round the north of Ireland.

About the time of the Dunkirk affair the Nazis had made a good deal of fuss about their E-boats—motor torpedo-craft said to possess great speed. Our approach estuaries were to be invested and patrolled by these craft, so the tale went, and our food ships sunk. There were several brushes between E-boats and similar British craft in the Channel, but no conclusive action. On July 25, however, the E-boats came into the news with a typically Nazi piece of work—the sinking of the French liner "Meknès" while taking back to France

### SPLENDID WORK BY A NAVAL TRAWLER

It was a proud day for Boatswain Moorman, R.N., and his crew when H.M. trawler 'Moonstone' entered Aden harbour in triumph late in June, 1940, after having captured the Italian submarine 'Galileo Galilei' in the Gulf. In the top photograph her prize is being taken in tow by a British destroyer. (See also photograph in page 1081, and text, pages 1088-89.)

*Photos, British Official: Crown Copyright*

for repatriation a number of French soldiers and sailors from Britain. These unfortunate men, of whom nine officers and 374 other ranks were reported missing, had signified their desire to return to unoccupied France in accordance with the terms of the Franco-German armistice. The French government's representative had been notified in advance, and it was understood that a safe passage had been guaranteed.

The "Meknès" left Southampton for Marseilles on the afternoon of July 24; at 10.35 p.m. the officer of the watch heard motor engines and saw the wake of a vessel, and almost immediately the liner came under machine-gun fire. The "Meknès" stopped at once and blew her whistle as a sign that she had stopped. She then made the signal "Who are you?"; there was no reply, and she thereupon flashed her name and nationality several times. The machine-gun fire continued, and there were shots also from a heavier gun. The ship's lifeboats were holed and made unseaworthy. At 10.55 p.m. the liner was hit by a torpedo, and sank some minutes later. Her captain had been instructed to show as much light as possible, and large French flags had been painted on her deck and sides. In a Nazi broadcast the affair was described as "a particularly fine success," but the victim was described as "a heavily armed merchant ship of 18,000 tons." (See illustration in page 1065.)

Several Admiralty trawlers were reported lost about this date: "Staunton" and "Campina" (sunk by mine), "Kingston Galena" and "Rodino." Another, "Fleming," was sunk in an

affray between two trawlers and four Nazi dive-bombers. A big toll was being taken of these hardy auxiliaries, manned by fishermen. The loss of H.M. Destroyer "Wren" by enemy air action was made known on July 30. Another of our destroyers, "Montrose," shot down two enemy bombers in the course of the affair. "Wren" was commanded by Lt. F. W. G. Harker, R.N.

On the last day of July there came the news of the fine exploit of the armed merchant cruiser "Alcantara," which on the 28th had tackled and damaged a Nazi commerce raider in the South Atlantic. The "Alcantara," formerly of the Royal Mail Line, was commanded by Capt. J. C. P. Ingham, D.S.O., R.N. He said that the enemy ship's topmasts were sighted on the morning of July 28; the "Alcantara" investigated and was overhauling the enemy when the latter turned and disclosed her identity by hoisting the Nazi ensign and opening fire. The British ship returned fire and scored several hits, which must have damaged the raider internally, for she reduced speed. By a piece of bad luck one of the raider's shells holed the "Alcantara's" engine room and slowed her down in turn. The raider put up a smoke screen, behind which she vanished. British casualties were two killed and seven wounded, and little material damage was done to the merchant cruiser, which put into Rio de Janeiro for such slight repairs as were needed. It turned out later that the raider was the "Narvik," a fast and well armed merchant ship.

**Fine Work  
by  
'Alcantara'**



## HOW BRITAIN SECURED THE FRENCH FLEET

To prevent France's warships from falling into Hitler's hands, the British Government had to take swift and drastic action. This was described by Mr. Churchill in a sombre speech in the House of Commons on July 4, 1940, most of which is reproduced below. We also give part of the statement made five days later by the First Lord of the Admiralty on further painful operations in North African ports.

It is with sincere sorrow that I must now announce to the House the measures which we have felt bound to take in order to prevent the French Fleet from falling into German hands.

When two nations are fighting together in a long and solemn alliance against a common foe, one of them may be stricken down and overwhelmed, and may be forced to ask its ally to release it from its obligations. But the least that could be expected was that the French, in abandoning the conflict and leaving its whole weight to fall upon Great Britain and the British Empire, would have been careful not to inflict needless injury upon their faithful comrades, in whose final victory the sole chance of French freedom lay and lies.

As the House will remember, we offered to give full release to the French from their treaty obligations, although these were designed for precisely the case which arose, on one condition, namely, that the French Fleet should sail for British harbours before the separate armistice negotiations with the enemy were completed. This was not done, but, on the contrary, in spite of every kind of private and personal promise and assurance given by Admiral Darlan to the First Lord and to his naval colleague, the First Sea Lord of the British Admiralty, an armistice was signed which was bound to place the French Fleet as effectively in the power of Germany and its Italian follower as a portion of the French Fleet was placed in our power when many of them, being unable to reach African ports, came into the harbours of Portsmouth and Plymouth some ten days ago.

Thus I must place on record that what might have been a mortal injury was done to us by the Bordeaux Government with full knowledge of the consequences and of our dangers and after rejecting all our appeals at the moment when they were abandoning the alliance and breaking the engagements which fortified us. . . .

### Cabinet's Unanimous Decision

Last week I said that we must now look with particular attention to our own salvation. I have never in my experience seen so grim and sombre a question as what we have to do about the French Fleet discussed in the Cabinet. It shows how strong were the reasons for the course we thought it our duty to take that every member of the Cabinet had the same conviction about what should be done, and there was not the slightest hesitation or divergence among them and the three Service Ministers, as well as Ministers like the Minister of Information and the Secretary of State for the Colonies, particularly noted for their long friendship with France, who, when they were consulted, were equally convinced that no other decision than that which we took was possible. We took that decision, and it was a decision to which, with aching hearts but with clear vision, we unitedly came.

Accordingly early yesterday morning, July 3, after all preparations had been made, we took the greater part of the French Fleet under our control, or else called upon them with adequate force to comply with our requirements.

Two battleships, two light cruisers, some submarines, including a very large one, the "Surcouf," eight destroyers, and approximately 200 smaller but extremely useful mine-sweeping and anti-submarine craft, which lay for the most part in Portsmouth and Plymouth, and some at Sheerness, were boarded by superior forces after brief notice had been given whenever possible to their captains.

This operation was successfully carried out without resistance or bloodshed, except in one instance. A scuffle arose through a misunderstanding in the submarine "Surcouf" in which one British seaman was killed and two

British officers and one rating wounded and one French officer was also killed and one wounded.

For the rest the French sailors in the main cheerfully accepted the end of a period of uncertainty. A considerable number—800 or 900—have expressed an ardent desire to continue the war and some have asked for British nationality. This we were ready to grant without prejudice to other Frenchmen, numbered by thousands, who prefer to fight with us as Frenchmen. All the rest of these crews will be immediately repatriated to French ports when the French Government are able to make arrangements for their reception by permission of their German rulers. We are also repatriating all the French troops who were in this country, except those who of their own free will have volunteered to follow General de Gaulle and enlist in the French force of liberation, of which he is the chief. Several French submarines have also joined us independently, and we have accepted their services.

### French Ships Lying at Alexandria

Now I return to the Mediterranean. At Alexandria, where a strong British battle fleet is lying, there are, besides a French battleship, four French cruisers, three modern 8-inch gun vessels, and a number of smaller ships.

These have been informed that they cannot be permitted to leave the harbour and thus fall within the power of the German conquerors of France. Protracted negotiations, with the details of which I need not trouble the House, have necessarily been taking place, and measures have now been taken to ensure that these ships, which are commanded by a very gallant Admiral, shall be sunk or otherwise made to comply with our wishes.

The anguish which this process has naturally caused to the British and French naval officers concerned may be readily imagined when I tell the House that only this morning, in the air raid on Alexandria by Italian aircraft, some of the French ships fired heavily and effectively with us against the common enemy.

We shall, of course, offer the fullest facilities to all French officers and men at Alexandria who wish to continue the war and will provide for them and maintain them during the conflict. We have promised to repatriate all the rest, and every care in our power will be taken, if they allow it, for their safety and comfort.

So much for Alexandria. But the most serious part of the story remains. Two of the finest vessels of the French Fleet, the "Dunkerque" and "Strasbourg," modern battle cruisers much superior to the "Scharnhorst" and the "Gneisenau," lay, with two other battleships, several light cruisers and a number of destroyers and submarines and other vessels, at Oran and its adjacent military port of Mers-el-Kebir, on the North African shore of Morocco.

Yesterday morning a carefully chosen British officer, Capt. Holland, who was lately Naval Attaché at Paris, waited on the French admiral, Admiral Gensoul, and on being refused an interview presented the following document.

### Ultimatum to French Admiral at Oran

The first two paragraphs deal with the question of the Armistice, which I have already explained. The fourth paragraph, which is the operative one, begins:

It is impossible for us, your comrades up to now, to allow your fine ships to fall into the power of the German or Italian enemy. We are determined to fight on to the end, and if we win, as we think we shall, we shall never forget that France was our Ally, that our interests are the same as hers, and that our common enemy is Germany. Should we conquer we solemnly declare that we shall restore the greatness and territory of France.



## GRIM REPLY TO A HIDDEN GERMAN THREAT

For this purpose we must make sure that the best ships of the French Navy shall not be used against us by the common foe. In these circumstances his Majesty's Government have instructed me to demand that the French Fleet now at Mers-el-Kebir and Oran shall act in accordance with one of the following alternatives:

(a) Sail with us and continue the fight.

(b) Sail with reduced crews under our control to a British port.

If either of these courses is adopted by you we will restore your ships to France at the conclusion of the war or pay full compensation if they are damaged meanwhile.

(c) Alternatively, if you feel bound to stipulate that your ships shall not be used against Germany or Italy, then sail them with us with reduced crews to some French port in the West Indies—Martinique, for instance—where they can be demilitarized to our satisfaction or perhaps entrusted to the United States to remain over until the end of the war, the crews being liberated.

If you refuse these fair offers I must with profound regret require you to sink your ships within six hours. Failing the above, I have the orders of his Majesty's Government to use whatever force may be necessary to prevent your ships falling into German or Italian hands.

We had hoped that one or other of the alternatives which we presented would have been accepted without the necessity of using the terrible force of a British battle squadron.

Such a squadron arrived before Oran two hours after Capt. Holland and his destroyers. The squadron was commanded by Vice-Admiral Somerville, an officer who distinguished himself lately in bringing off over 100,000 Frenchmen during the evacuation of Dunkirk. Admiral Somerville was further provided with a cruiser force and strong flotillas.

All day the parleys continued, and we hoped until the afternoon that our terms would be accepted without bloodshed. However, no doubt in accordance with orders dictated by the Germans from Wiesbaden, where the Franco-German Armistice Commission was in session, Admiral Gensoul refused to comply, and announced his intention of fighting.

### British Forced to Open Fire

ADMIRAL SOMERVILLE was therefore ordered to complete his mission before darkness fell, and at 5.58 opened fire on this powerful French fleet, which was also protected by shore batteries. At 6 p.m. he reported that he was heavily engaged. The action lasted some ten minutes, and was followed by heavy attacks from our naval aircraft carried in the "Ark Royal."

At 7.20 Admiral Somerville forwarded a further report which stated that a battle cruiser of the Strasbourg class was damaged and ashore, that a battleship of the Bretagne class had been sunk and another of the same class had been heavily damaged, that two French destroyers and a seaplane carrier, the "Commandant Teste," were also sunk or burned.

While this melancholy action was being fought another battle cruiser, of the Strasbourg or Dunkerque class, managed to slip out of harbour in a gallant effort to reach Toulon or a North African port and place herself under German control. She was pursued by aircraft of the Fleet Air Arm and hit by at least one torpedo.

She may, however, have been joined by some other French vessels from Algiers or which were favourably placed during the night. The whole were able to reach Toulon before we could overtake them. The "Dunkerque" will at any rate be out of action for many months to come.

I need scarcely say that the French ships fought, albeit in this unnatural cause, with the characteristic courage of the French Navy, and every allowance must be made for Admiral Gensoul and his officers, who felt themselves obliged to obey the orders they received from the Government at German dictation.

I fear that the loss of life among the French in the harbour must have been heavy, as we were compelled to use a very severe measure of force. Several immense explosions were heard. None of the British ships taking part in the action was in any way affected in gun-power or mobility by the heavy fire directed on them. I have not received any report of our casualties, but Admiral Somerville's Fleet is in all military respects intact and ready for further action.

The Italian Navy, for whose reception we had also made arrangements, and which is, of course, considerably stronger

numerically than the Fleet we used at Oran, kept prudently out of reach. However, we trust that their turn will come in the operations which we shall pursue to secure the effectual command of the Mediterranean.

A large proportion of the French Fleet has therefore passed into our hands or been put out of action or otherwise withheld from Germany by yesterday's events. The House will not expect me to say anything about other French ships which are at large except this, that it is our inflexible resolve to do everything that is possible to prevent them falling into German hands.

Sir, we leave the judgement of our action with confidence to Parliament. I leave it to the nation. I leave it to the United States. I leave it to the world and history. . . .

MR. A. V. ALEXANDER, FIRST LORD OF THE ADMIRALTY, IN A STATEMENT IN THE HOUSE OF COMMONS, JULY 9, 1940:

SINCE July 3 the Royal Navy have carried out two further operations designed to increase the security of this country against the use of French warships by the enemy. On July 6 a French battle cruiser of the Dunkerque class, which had been damaged and driven ashore at Oran, was attacked by aircraft of the Fleet Air Arm, which obtained six hits. As a result, this powerful ship will be incapable of effective use for a long time to come.

Apart from the ships thus dealt with, there lay at Dakar, in French West Africa, the 35,000-ton battleship "Richelieu," which had just been completed and is the most modern and formidable capital ship in the world immediately available for active operations.

In accordance with the decision announced to the House by the Prime Minister, H.M. Government decided that steps must also be taken to ensure that this vessel did not fall into enemy hands in a condition in which she could be used against us. A force was accordingly dispatched to Dakar with orders to present to the French Admiral there proposals similar to those afforded to the French Commander at Oran.

On July 7 the flag officer entrusted with this operation sent one of his captains ahead in a sloop in order to present the terms in person. On arrival, this ship was informed by the French authorities that they would open fire if she approached close to the harbour, and it was only after an interval that the French consented to receive this communication by signal.

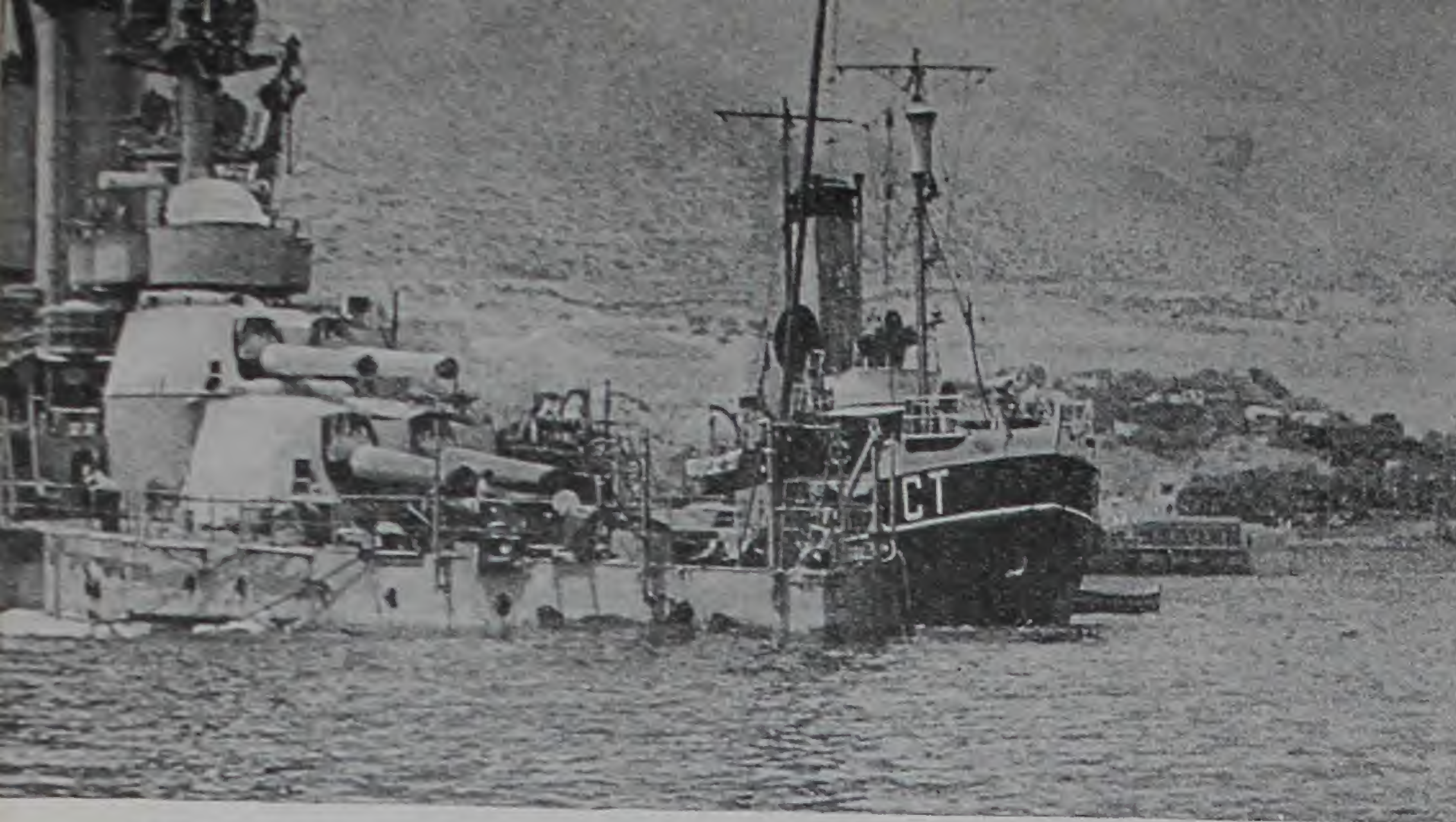
In view of the statements made by the French Government, concerning the terms offered at Oran, I think that it is desirable that I should recapitulate now those put to the Admiral at Oran. H.M. Government offered four alternatives:

First: That the French ship should sail with reduced crew under escort to a British port with a guarantee that the crew would at once be repatriated, and that at the end of the war the ship would be returned to France. Secondly, they should sail with reduced crew to a French port in the West Indies, where they could be demilitarized or perhaps entrusted to the United States for safe keeping. Thirdly, that the ship should be demilitarized in Dakar within twelve hours, or, fourthly, it should be sunk with a time-limit some hours after the receipt of the signal by the French authority.

No satisfactory reply was received within this limit. Notwithstanding, the British naval flag officer in charge waited longer before carrying out his orders to use force. Finally, as it became clear that the French authorities did not propose to accede to any of the British suggestions, he had no alternative but to carry out his painful duty in the early hours of July 8. . . . I need not emphasize that the transfer of this powerful modern capital fleet to the enemy would have altered the whole balance of naval strength, with incalculable results to our cause. As a result of the measures which we have taken, this grave anxiety is now removed.

Perhaps the House will permit me to add a word of thanks to our naval staff, who had to plan these recent operations immediately following the completion of the evacuation in the face of the enemy of troops and refugees totalling no fewer than 600,000—the greatest achievement of its kind in the history of naval operations and a remarkable tribute to the value of our power, power we do not intend to lose, but rather do we intend to prevent the seaborne invasion of these islands and the escape of any marauders who dare to set foot here.

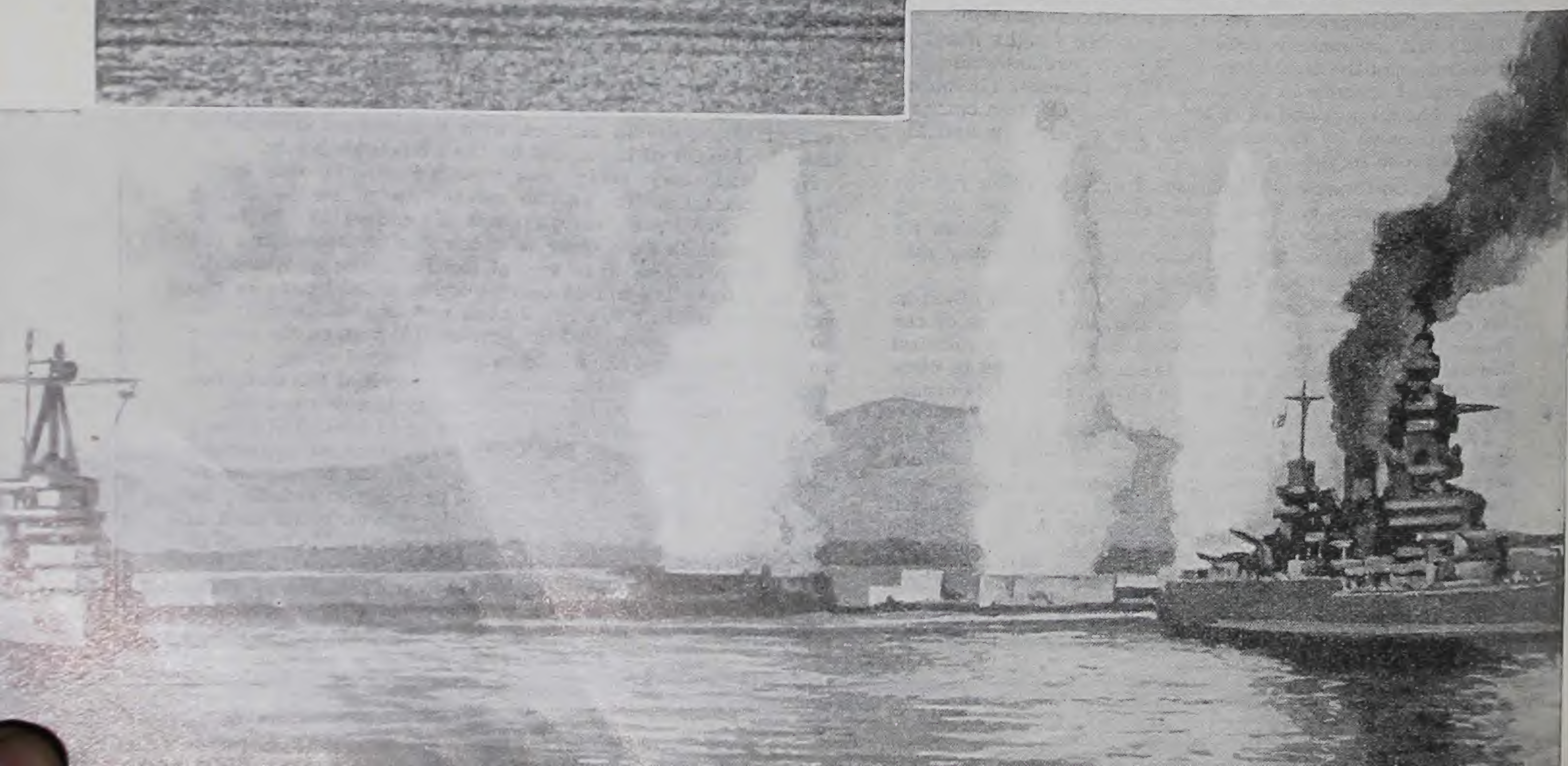
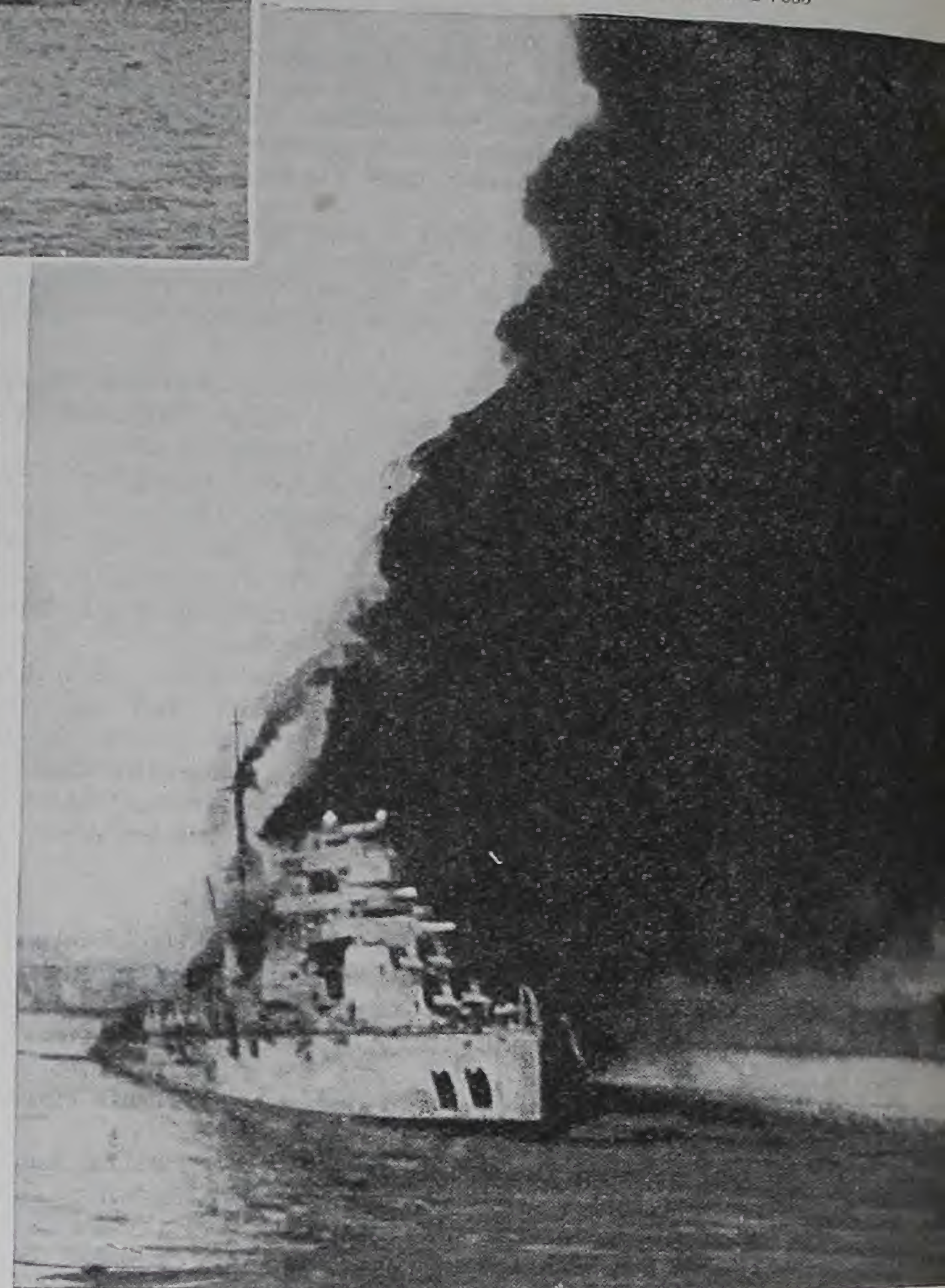
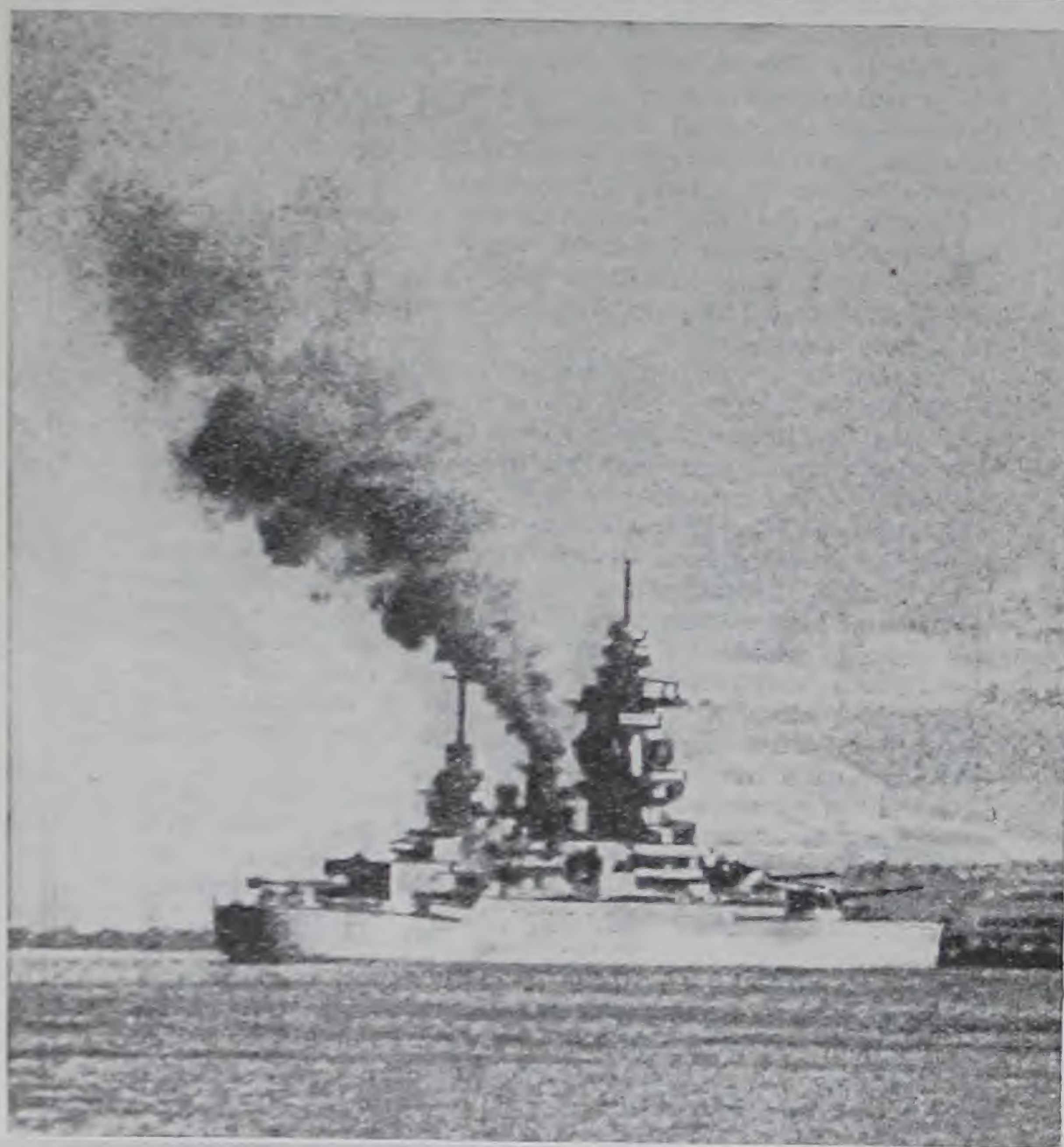




# 'BRETAGNE' AND 'STRASBOURG' AT ORAN

The 22,000-ton French battleship 'Bretagne' was set on fire by British shells (below), and so badly mauled that she was beached as shown at left. In the confusion of the action the battleship 'Strasbourg' (26,500 tons) evaded British units and escaped, though not without being torpedoed in the subsequent pursuit by Naval aircraft. Bottom, the 'Strasbourg' getting up steam for her dash; on her left is the 'Provence.' British shells are bursting in the background. Left, centre, the 'Strasbourg' about to run the gauntlet.

*Photos, Keystone; Central Press*





# THE 'MELANCHOLY ACTIONS' AT ORAN AND DAKAR IN JULY, 1940

*Fate of the French Fleet in Doubt—Franco-German Armistice Conditions—British Government's Realistic Action to Forestall the Nazis—French Warships in British Ports Immobilized—Admiral Somerville Opens Fire at Oran—Further Action Against the 'Dunkerque'—British Proposals Accepted at Alexandria—'Richelieu' Disabled at Dakar—First Lord's Review of Position*

WHEN in the middle of June, 1940, it became clear that the Bordeaux Government were contemplating the conclusion of a separate peace with the enemy, the British Government issued a statement (see page 1008) pointing out that even if France's resistance on land were seriously weakened, she still had the most powerful navy in Europe after the British Navy, and this great Allied Fleet was fully capable of enforcing the blockade, which had become ever more effective as a result of Italy's entry into the war. On June 16 the French Premier asked the British Government for a formal release from the obligation that a separate peace should not be concluded by either of the parties.

In reply Mr. Churchill said that: "provided that the French Fleet was dispatched to British ports and remained there while the negotiations were conducted, His Majesty's Government would give their consent to the French Government asking what terms of armistice would be open to them."

Mr. Churchill pointed out that the British Government were resolved to continue the war and altogether cut themselves out of any association with such inquiries about an armistice.

With the fall of Reynaud and those of his party who were in favour of continuing resistance, the position worsened. Marshal

Pétain Sues Pétain was now for Peace Premier, and he made haste to get in touch with the Nazis. Mr. Churchill was in the train about to set out for Bordeaux when he heard of Reynaud's resignation; returning to Whitehall, he at once had a reminder sent to the new French Government that the condition insisted upon by the British Government had not been complied with. Next day came Pétain's broadcast in which he told the French people that they "must cease to fight."

It was now clear that the Pétain group was composed of men who felt bound to make the best terms they could, despite France's obligations to Britain; it also included politicians whose loyalty to the Alliance in any case was doubtful, to say the least. Evidently

these men thought it expedient to do nothing for the moment about the French fleet, but the British Government could not be expected to let the matter stand in this unsatisfactory state. The situation would be bad enough if the French ports in the Channel and the Bay of Biscay were to become available to the enemy for his piratical onslaughts on our shipping; it would become grave indeed if the German navy were to be strengthened by the fine French warships in these ports or at large on the seas. Such an event would mean the transfer to our foes of some ninety submarines and seventy torpedo craft, to say nothing of cruisers and capital ships.

But until the receipt of the German terms nothing definite could be known about the future position, though it was easy to conjecture what the Nazis would demand of Pétain's plenipotentiaries, who included Vice-Admiral Leluc as the naval member of the dele-

gation. On June 22 the Nazi demands were presented—and accepted by France; the terms are printed in page 1018. The French fleet, fully armed, was to be handed over lock, stock and barrel—"except that part left free for the safeguard of French interests in the Colonial Empire" (Art. 8). The German Government solemnly declared that it had no intention of using for its own purposes during the war the French fleet stationed in ports under German control except those units necessary for coast surveillance and mine-sweeping.

Two important points should be noted: the terms were those of an armistice, to be valid until the conclusion of a peace treaty and to be denounced at any moment "if the French Government do not fulfil their obligations" (Art. 24). Then the interpretation of the condition cited above, dealing with units for coast surveillance and mine-sweeping, was left to the Nazis, who



## SAFEGUARD OF THE EASTERN MEDITERRANEAN

For many months French and British warships had collaborated in the Fleet based on Alexandria, and when the surrender of France raised difficult issues for our Ally the French Admiral accepted British proposals to prevent Nazi control of his ships. Here a gunlaying team is seen at work on a British battleship off Alexandria in May, 1940, with a French vessel lying at anchor in the background.

*Photo, British Official: Crown Copyright*





### OPPONENTS AT ORAN

Faced by what surely must have been the most distressing contingency of a naval career, Admiral Gensoul (top) decided to fight the British battle squadron under Vice-Admiral Sir James Somerville (above). There ensued the 'melancholy action' at Oran.

might stretch it to include what they wished. Finally, if the fleet were indeed surrendered and the Germans honourably kept their promise, the position at the eventual conclusion of a peace treaty was unpredictable and the enemy had absolute freedom to make further claims then. But the entire situation, from the British point of view, depended on



### THE ACTION AGAINST FRANCE'S NAVY July 4—10, 1940

Name	Tonnage	
<b>Battleships</b>		
Richelieu ... ..	35,000	Completed, but not in commission; put out of action by British Navy at Dakar on July 8.
Jean Bart ... ..	35,000	Afloat, but not completed.
Strasbourg... ..	26,500	Torpedoed after gaining open sea at Oran. Reached Toulon.
Dunkerque ... ..	26,500	Badly damaged at Oran and ashore; bombed later.
Bretagne ... ..	22,189	One sunk, one heavily damaged at Oran. Two in British ports, one at Alexandria.
Provence ... ..		
Courbet ... ..		
Paris ... ..		
Lorraine ... ..		
<b>Aircraft Carrier</b>		
Eéarn ... ..	22,146	Reported (July 8) at Martinique.
<b>Aircraft Transport</b>		
Commandant Teste	10,000	Reported sunk or burned at Oran.
<b>Cruisers</b>		
Algérie ... ..	10,000	Three at Alexandria.
Four of the Suffren class ... ..		
Two of the Duquesne class ...		
Ten light cruisers of varying tonnage ... ..		
<b>Destroyers &amp; Torpedo Boats, etc.</b>		
Over 70 vessels	2,800 downward	Eight in British ports; Mogador and another sunk or burned at Oran.
<b>Submarines</b>		
Surcouf ... ..	3,000	In British port.
Forty-five first-class craft... ..		
Over forty second-class craft... ..		
<b>Small craft</b> ...		Over 200 in British ports and more at Alexandria and Oran.

**Note.**—Under construction (some may have been put into service): 2 battleships, 3 cruisers and many destroyers and smaller craft.  
The ships at Alexandria were demilitarized by agreement on July 7.

the practical impossibility of trusting any promise made by Hitler and his followers. As Mr. Churchill said in Parliament on June 25, what was the value of the German declaration? "Ask half a dozen countries," he continued, "what is the value of such a solemn assurance."

From the British point of view the situation, both actual and potential, must be faced in a realistic manner. Fortunately in Mr. Churchill Britain had at her head a true realist, who was not slow to take all steps necessary for the Empire's safety. On July 3 the British Government took control of all French warships in British harbours, and in almost all cases this transfer was effected peaceably. There remained certain French warships in French colonial ports, while at Alexandria there was a large number of vessels under Admiral Godefroy which had been cooperating with the British Fleet.

At Alexandria the French commander accepted British proposals for the immobilization of his warships, and the matter was settled amicably. But at Oran, unfortunately, the Admiral in command felt it his duty to refuse conditions presented by Britain, and our battle squadron had to fire upon their former allies.

The position after these happenings is shown in the accompanying Table.



### ORAN, OF UNHAPPY MEMORY

At the port of Oran, of vital importance in Mediterranean strategy, were four French battleships, with cruisers, destroyers, and submarines. In view of the danger, after the collapse of France, that these might pass under enemy control, three 'fair offers' were made to Admiral Gensoul, the French commander. He refused them and decided to resist. Left, Captain C. S. Holland, R.N., who conveyed the British terms to the French admiral on the morning of July 3, 1940.

Photos, Topical; G.P.U.; Associated Press



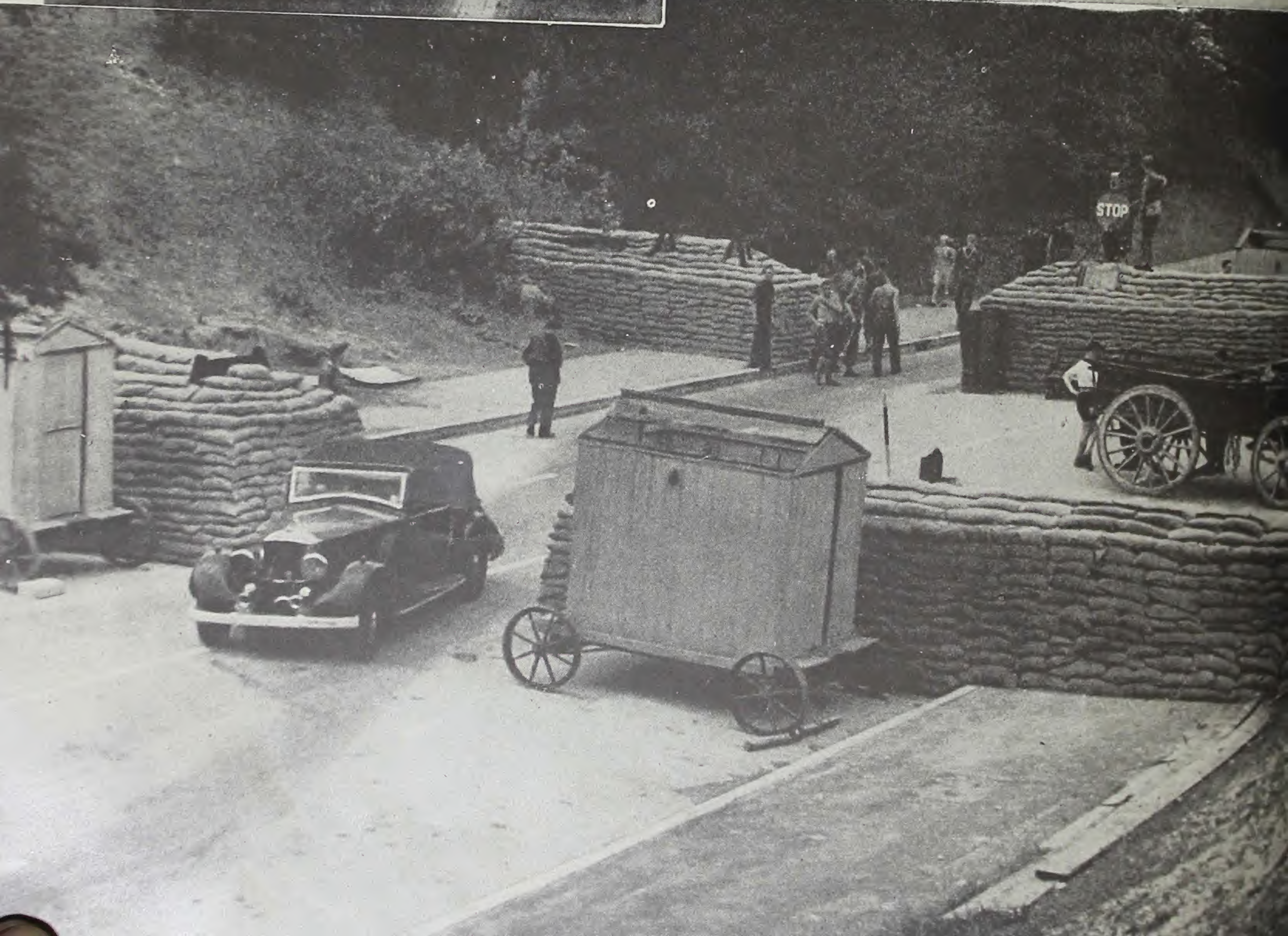
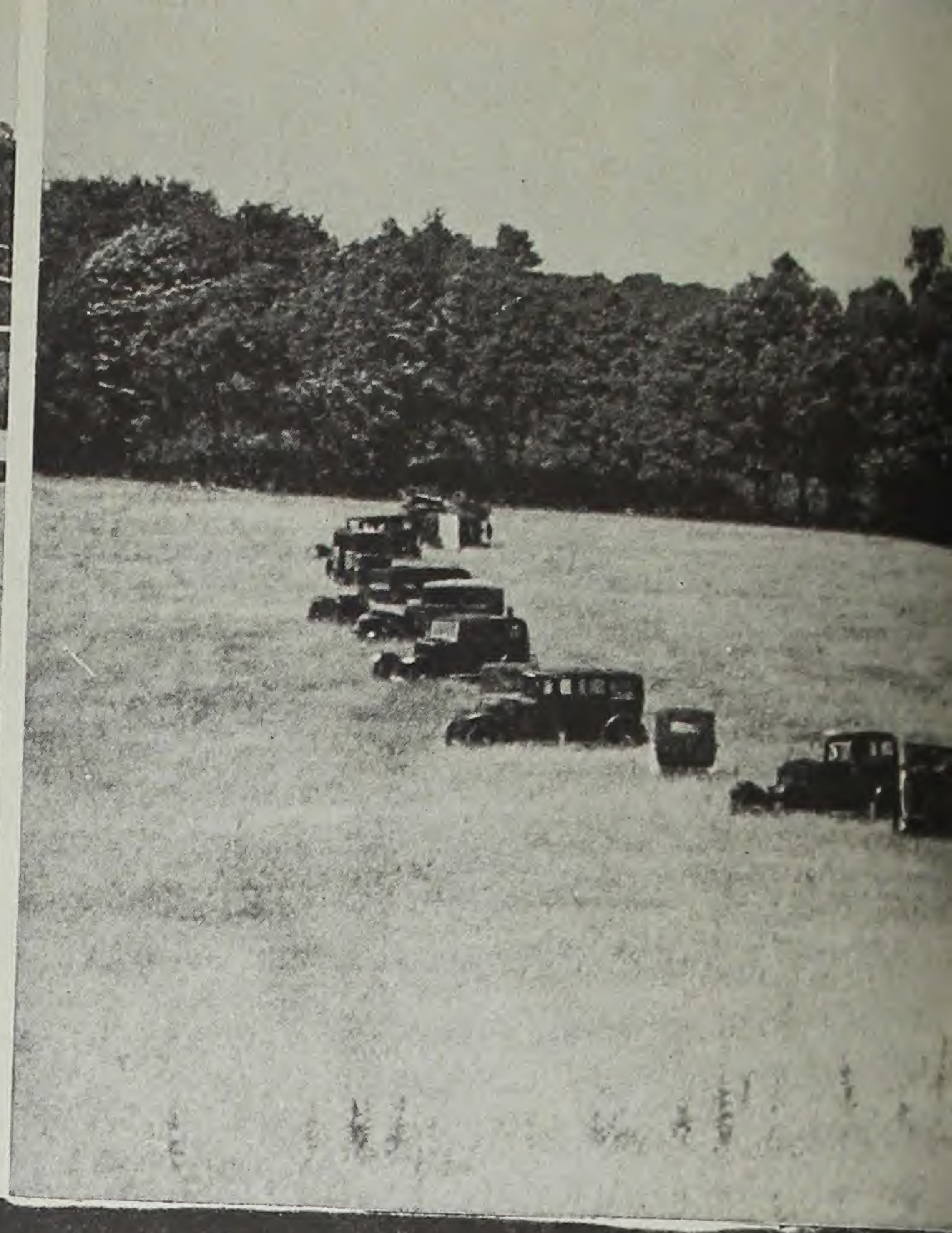


## READY FOR ANY INVADER

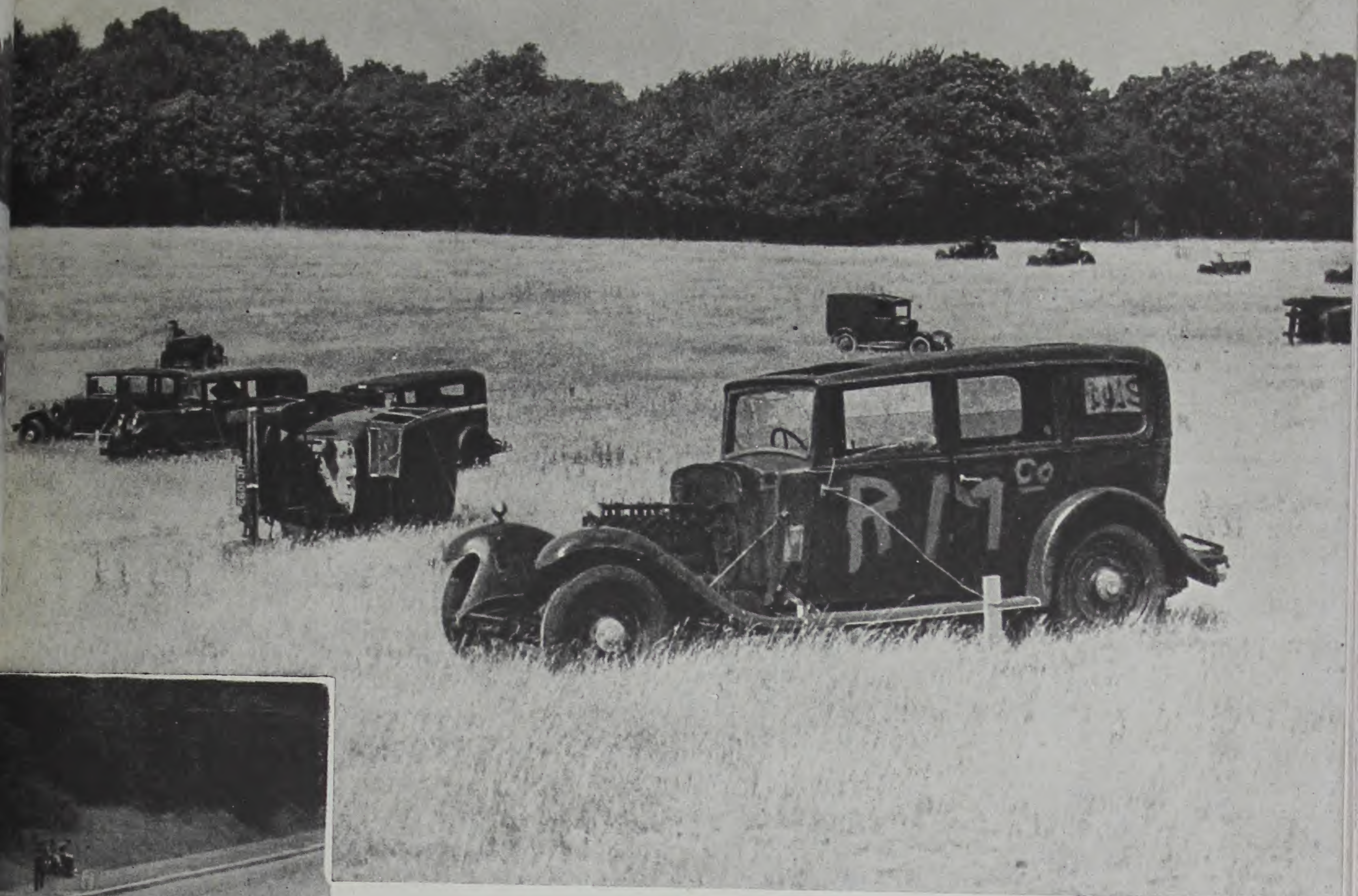
After the collapse of France at the end of June, 1940, had made a German invasion appear imminent, no time was lost in fortifying our roads with blocks and barricades, and in protecting Government buildings. Here is a vigilant sentry seen through barbed wire against the background of that symbol of Britain's freedom—the Houses of Parliament

*Photo, Central Press*





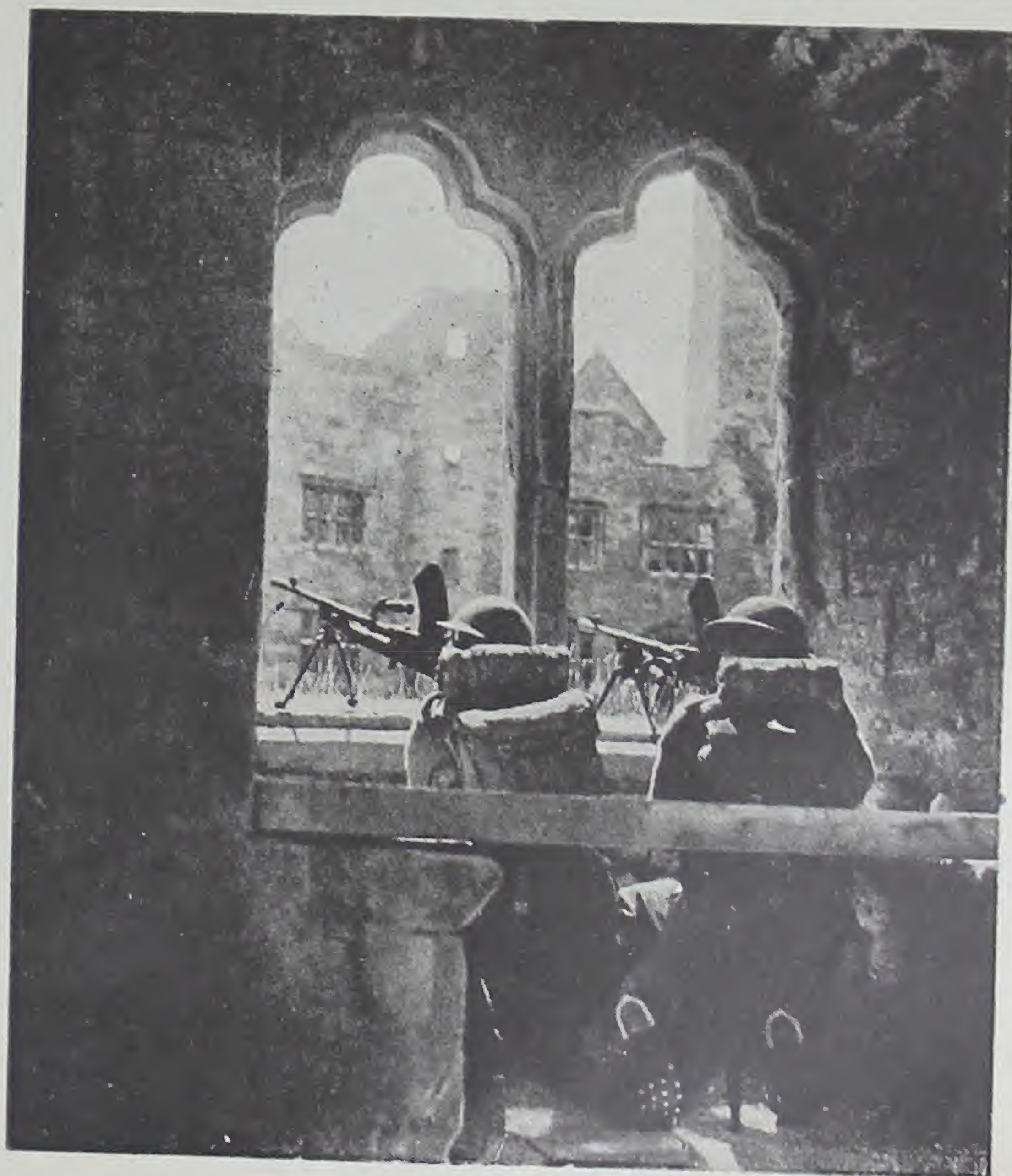




### TRAPS AND PITFALLS FOR THE NAZI INVADER

After the Nazis had overrun France at the end of June, 1940, swift action was taken to protect British roads of importance by concrete blocks (top, left) and more elaborate defences composed of sandbags (below, left, as used in a coastal district where even shepherds' huts and farm wagons suitably treated were brought into service). Broad open spaces like meadows were blocked against enemy aircraft by rows of derelict cars (top, right) or piles of rubble. Such static defences were mainly left in charge of the Home Guard at this early stage, and regular military units (such as the Bren gunners seen at right, in an ancient castle) manned other strong points.

*Photos, Central Press; Topical Press; L.N.A.; British Official; Crown Copyright*







#### MEN FROM THE DOMINIONS TO DEFEND THE HOMELAND

As part of that process by which every village and hamlet in Britain was speedily turned into a strong point to resist invasion, men from our Dominions were brought to Britain in great numbers and trained in the most up-to-date tactics of offensive defence. Here Australian soldiers (of whom the first arrived in June, 1940) are seen with a howitzer between the ricks in an English meadow.

*Photo, Wide World*



At Portsmouth, Plymouth and Sheerness, where they had gathered after the final collapse of France, we took control of two battleships, two light cruisers, some submarines, eight destroyers and some 200 smaller naval craft. Among

the underwater craft scuffle on the was the giant submarine "Surcouf"; in a scuffle on board her Lieut.-Cmdr. Dennis Sprague, R.N., and an A.B. and one French officer were killed—practically the only incidents to mar an otherwise peaceable transfer.

French naval vessels at Alexandria included a battleship, four cruisers and



#### VICTIM OF A MISUNDERSTANDING

In taking over the giant French submarine "Surcouf" (see photograph in page 340) there ensued a scuffle due to a misunderstanding, in which Lieut.-Cmdr. Dennis Sprague, R.N. (above), and a British sailor lost their lives.

*Photo, Vandyk*

a number of smaller units. At Oran and its adjacent port of Mers-el-Kebir, on the northern African shore of Morocco, were the "Dunkerque" and "Strasbourg" (both 26,500 tons), with two other battleships of an earlier type belonging to the Bretagne class. In addition there were several light cruisers, with destroyers, submarines and other vessels. On the morning of July 3 Captain C. S. Holland, R.N., who had arrived in a destroyer, requested an interview with the French commander, Admiral Gensoul, and on this being refused presented a document whose vital fourth paragraph began:

It is impossible for us, your comrades up to now, to allow your fine ships to fall into the power of the German or Italian enemy.



#### FINE FRENCH SHIP SAFE FROM THE NAZIS

Following the collapse of France many of her naval vessels steamed into British ports, where on July 3, 1940, they were taken under the control of the Royal Navy. Three battleships of the Bretagne and Courbet classes thus came into British hands. Here is the 22,000-ton "Courbet," photographed early in July at a southern port of Britain.

*Photo, G.P.U.*



We are determined to fight on to the end, and if we win, as we think we shall, we shall never forget that France was our Ally, that our interests are the same as hers, and that our common enemy is Germany. Should we conquer we solemnly declare that we shall restore the greatness and territory of France.

Then it proceeded to demand that the French should either :

- (a) Sail with us and continue the fight.
- (b) Sail with reduced crews under our control to a British port. . . .
- (c) Alternatively, if you feel bound to stipulate that your ships shall not be used against Germany or Italy, then sail with us with reduced crews to some French port in the West Indies—Martinique, for instance—where they can be demilitarized to our satisfaction or perhaps entrusted to the United States to remain over until the end of the war, the crews being liberated.

If you refuse these fair offers I must with profound regret require you to sink your ships within six hours.

Failing the above, I have the orders of His Majesty's Government to use whatever force may be necessary to prevent your ships falling into German or Italian hands.

But Admiral Gensoul refused acceptance of any one of the alternatives

#### TENSE MOMENTS AT ORAN

Below French warships are at anchor off Oran on July 3, 1940, not long before the British battle squadron was compelled to open fire. At the right, aboard the 'Dunkerque,' French officers and sailors anxiously await the decision of Admiral Gensoul, to whom three alternatives had been offered by the British Commander.

*Photos, Keystone, Planet News*

offered to him and declared that he would fight. So there ensued what Mr. Churchill termed "this melancholy action" (see Historic Documents, No. 154, in page 1095). Some hours earlier a British battle squadron with cruisers and destroyers had arrived off Oran under the command of Vice-Admiral Sir James Somerville. At 5.58 p.m. British warships opened fire; at 6 p.m. he reported that he was heavily engaged.

The action lasted some ten minutes and was followed by heavy attacks by naval aircraft from H.M.S. "Ark

Royal." At 7.20 p.m. Somerville forwarded a further report which stated that a battleship (later known to be the "Dunkerque") was damaged and ashore; that one battleship of the Bretagne class had been sunk and another heavily damaged; and that two French destroyers and a seaplane carrier ("Commandant Teste") were also sunk or burned. Later, Admiral Gensoul signalled that his warships were *hors de combat* and that he was ordering the personnel to evacuate the ships.





The "Strasbourg," five cruisers, some torpedo-boats and several smaller vessels slipped out during the action and made their way to Toulon. The battleship, however, was pursued and torpedoed by aircraft of the Fleet Air Arm.

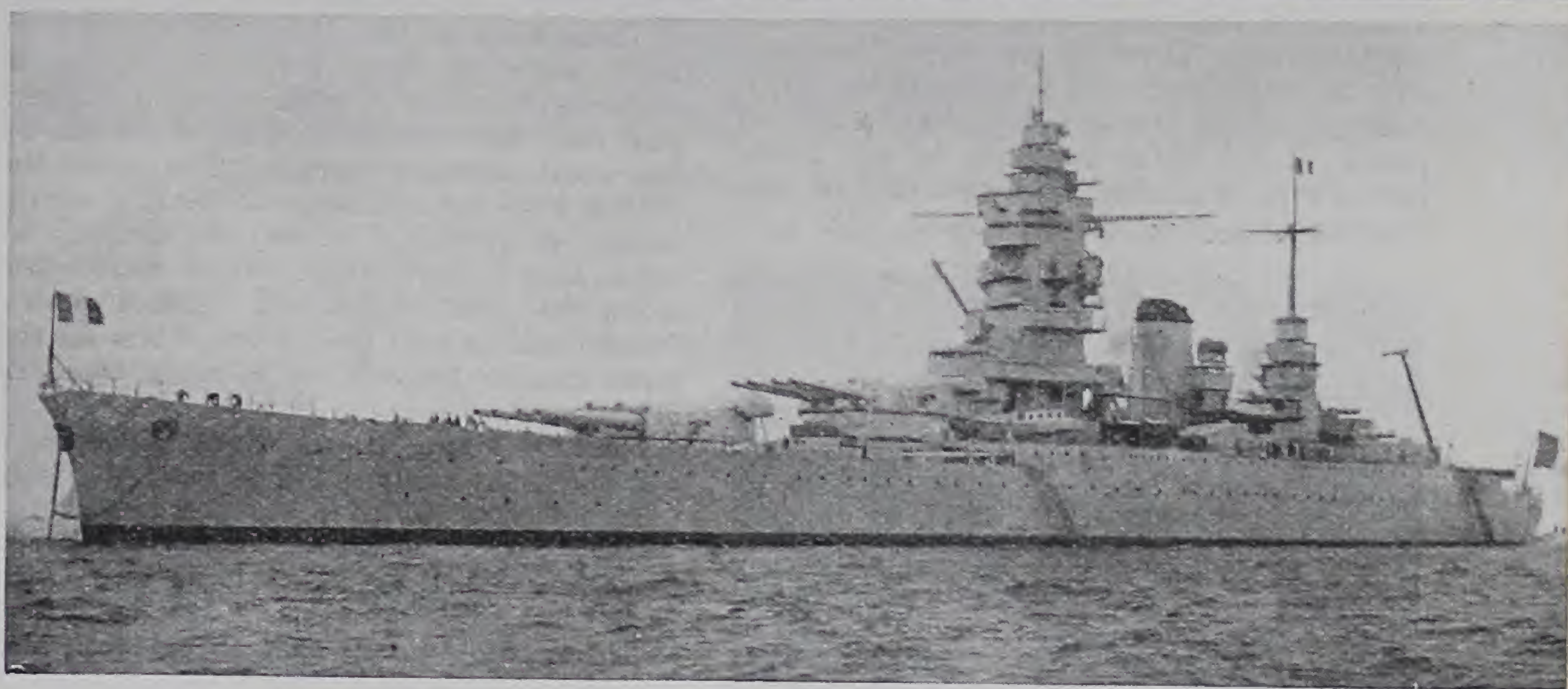
Our casualties in this unhappy but vitally necessary affair were two wounded and two missing. None of the British ships was in any way affected in mobility or gun-power by the heavy fire directed upon them. A French communiqué issued some days later said that three of the French ships which were most heavily damaged on July 3 had capsized; a light vessel, the stern of which had been torn away by explosions, had also capsized. From the battleship "Bretagne" there were said to be only two survivors. Casualties in the "Dunkerque," "Provence" and "Mogador" totalled 200 killed or missing and 115 wounded.

But the task was not completed in this first action, and if the Nazis were to be prevented from turning the fine vessels of our former ally upon us there was more melancholy work to be done. On July 6 our Naval aircraft secured six hits upon the crippled "Dunkerque" as she lay aground, and thus made sure she would not fight again.

The French Government made allegations that our forces on July 3 had machine-gunned French sailors on the deck of the "Dunkerque" and when they were trying to

**An Allegation** abandon ship. In **Refuted** denying these charges the British Admiralty stated that in the first action at Oran the Fleet Air Arm aircraft delivered dive-bombing attacks; machine-guns were not used by any of our aircraft, nor were these weapons used during the second action against the "Dunkerque" by units of the Fleet Air Arm. The Admiralty recalled that after the first action Admiral Gensoul had signalled that he was ordering the crews to evacuate the warships, and that therefore there should have been no men on board the "Dunkerque" when this second action was taken by British forces.

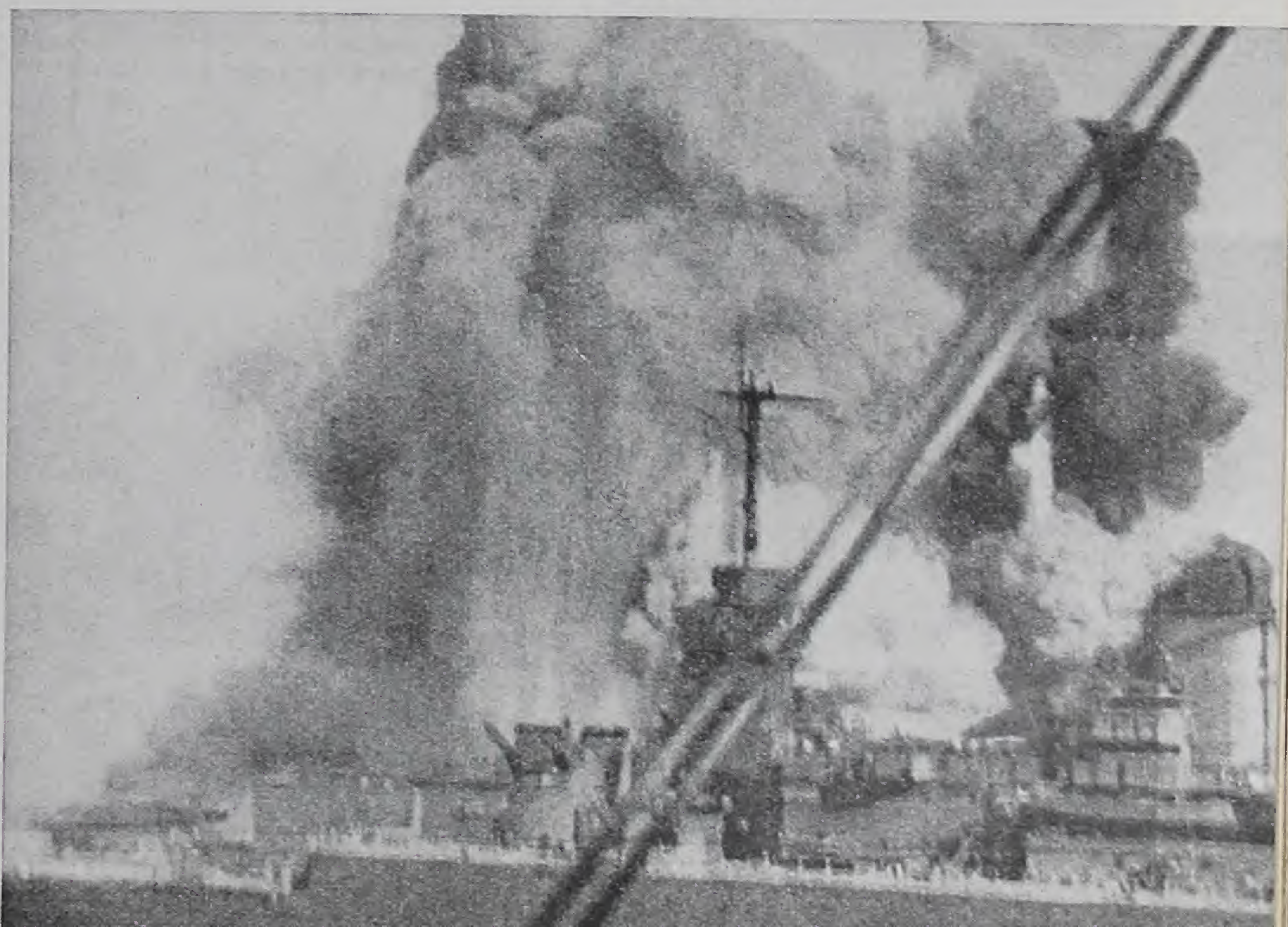
The French people were misinformed by the Bordeaux authorities about the choice presented to Admiral Gensoul by Great Britain, and also with regard to the effect of the German armistice terms, which specified "home ports" as those to which the French warships should return for demilitarization; the Pétain Government stated that the vessels were to be taken to ports in the unoccupied zone—a very different matter. General de Gaulle, in a broadcast



#### LAMENTABLE FATE OF THE 'DUNKERQUE'

Because Admiral Gensoul, commanding at Oran, could not see his way to accept any of the offers made by Vice-Admiral Sir James Somerville on July 3, 1940, British warships opened fire on the 'Dunkerque' (above) and other French naval vessels. Top, on the 'Dunkerque's' deck after hits by British shells; below, a magazine explodes. Commissioned in 1937, this fine warship displaced 26,500 tons; her main armament was eight 13-inch guns in two quadruple turrets.

*Photos, Keystone; Wright & Logan*







to France on July 8, admirably expressed the balanced view of patriotic French people who knew the facts about this unhappy affair. He said:

There is not a Frenchman who has learnt without grief and anger that units of the French Fleet have been sunk by our Allies. That grief and that anger come from our very hearts. There is no reason to gloss over these feelings, and I must express them openly. Therefore, speaking to the British people, I ask them to spare us and spare themselves from any interpretation of this tragedy as a direct naval success.



### WHERE THE 'RICHELIEU' WAS IMMOBILIZED

As one of the preventive measures taken to ensure that the warships of fallen France should not pass into Nazi hands the battleship 'Richelieu' was attacked where she lay in harbour at Dakar (above, and see map) and put out of action on July 8, 1940.

*Photo, Planet News*



It would be unfair. The French ships at Oran were in fact incapable of fighting. They were at their moorings unable to manoeuvre or scatter, with officers and crews who had been corroded for a fortnight by the worst moral sufferings. They gave the British ships the advantage of the first salvos, which, as everyone knows, are decisive at sea at such a short range. Their destruction is not the result of a battle. This is what a French soldier tells the British Allies all the more clearly because he respects them in naval matters.

Next, speaking to the French people, I ask them to consider things from the only point of view which must count—that of victory and liberation. The Bordeaux Government had agreed to hand over ships to the enemy's discretion. There could not be the slightest doubt that on principle and out of necessity the enemy would have used them either against Great Britain or against the French Empire, and I say without hesitation that it was better they should have been destroyed. I would rather know that the

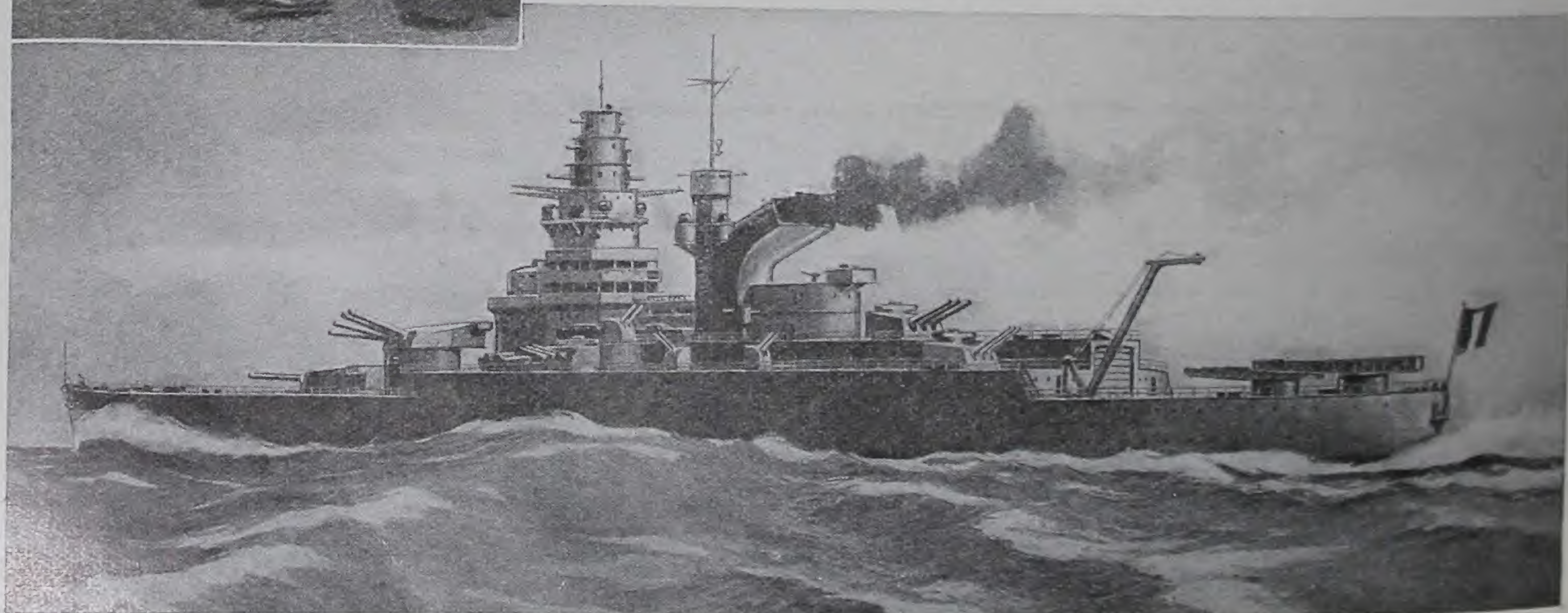
Dunkerque—our beautiful, our beloved, our powerful Dunkerque—is aground at Oran than see her one day manned by Germans and shelling English ports, or Algiers, Casablanca, or Dakar.

A few days later came the action at Dakar, in French West Africa, where lay one of the two latest and largest of the French battleships: "Richelieu" (completed so recently that she had not yet been put into commission). Here, as at Oran, the French admiral was given the opportunity of an honourable agreement that would save his ship and yet prevent it being used against Britain. The terms proffered were similar to those which Admiral Gensoul had rejected, and were likewise refused

### 'PAINFUL DUTY' CARRIED OUT WITH RESOLUTE BRAVERY

Lieut.-Cmdr. R. H. Bristowe, R.N. (left), was in command of a motor-boat which went into Dakar harbour and dropped depth charges close alongside the 'Richelieu' (below) as she lay at anchor in shallow water. The resulting explosions damaged steering gear and propellers. Then the warship was attacked with aerial torpedoes by Fleet Air Arm aircraft.

*Drawing by Laurence Dunn ; Photo, L.N.A.*

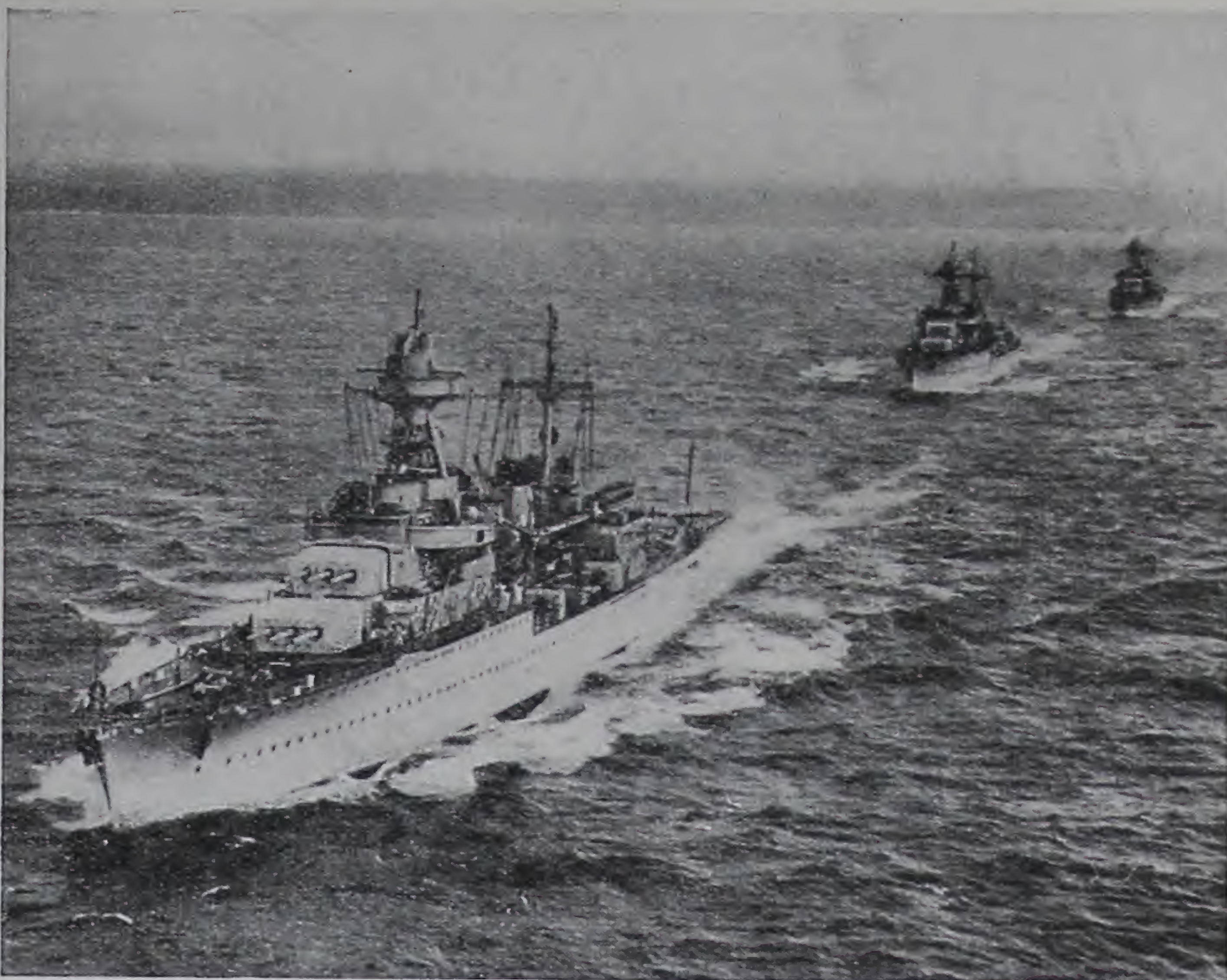




by the authorities at Dakar. Thus, in the words of the First Lord, the British naval officer in charge "had no alternative but to carry out his painful duties. . . ."

In the early hours of July 8 a ship's motor-boat, under the command of Lt.-Cmdr. R. H. Bristowe, was sent into the harbour carrying depth charges. Passing under the boom defences the boat went alongside the port quarter of the "Richelieu"

Lt.-Cmdr. Bristowe and dropped charges close under the stern of the warship as she lay at anchor in shallow water—the object being to damage the steering gear and propellers. On the return the motor-boat broke down and lay helpless for a time. She was discovered, but fortunately the crew were able to get one engine going; she escaped from the harbour by crossing the defence nets, which held up her pursuers. This brilliant, daring and dangerous operation made possible the second part of the attack, by aircraft of the Fleet Air Arm. The warship was hit by a number of aerial torpedoes, and five explosions were heard by the crew



#### FRENCH WARSHIPS CONTROLLED BY PÉTAIN

Among French naval units which remained under the control of the Vichy Government after the Franco-German Armistice were the three cruisers seen here, later to play a dramatic part at Dakar some two months after. They are: 'Georges Leygues,' 'Montcalm,' and 'Gloire.'

*Photo, Associated Press*



#### CHIEF OF FREE FRENCH NAVAL FORCES

Vice-Admiral Muselier, here seen inspecting a guard of honour on a French depot ship at a British port, was selected by General de Gaulle to command the Free French Naval and Air Forces.

*Photo, Keystone*

of the motor-boat. Air reconnaissance later established that the "Richelieu" was down by the stern and had a list to port. A large quantity of fuel oil covered the surface of the water round the ship.

Summing up the position as it stood on July 9, the First Lord (Mr. A. V. Alexander) said that out of the eight capital ships belonging to France, three warships of the Bretagne and Courbet classes had passed under our control; one had been sunk and one badly damaged and immobilized. Of the two modern battle-cruisers one had been driven ashore at

Oran and would be out of action for some time; the other had managed to escape after being hit by an aerial torpedo. In addition to the "Richelieu," now disabled at Dakar, there remained only the "Jean Bart," which Mr. Alexander said would not be complete for service for some months to come.

So the menace was countered, and Britain, instead of having to face the threat of a French battle fleet in German hands, had acquired a number of valuable warships which probably came under the command of Vice-Admiral Muselier, whom General de Gaulle on July 1 had appointed to be Commander of the Free French Naval Forces and the Free French Air Force.

Muselier had been a collaborator of Clemenceau in 1917-18, and after the armistice of 1918 had commanded the naval and coastal defence units at Marseilles. In the early part of June, 1940, he had been in charge of factories working on munitions and had become aware of the trend towards capitulation. Hastening to Paris, he got into the capital almost as the enemy entered, and managed to destroy secret plans and plant in certain defence factories. Then the Admiral made his way to Marseilles, where with naval officers and men he took control of a French warship and sailed to Gibraltar. A few days later he flew to Britain and joined General de Gaulle.



## IF THE INVADER COMES: What to Do—and How to Do it

(Leaflet issued in June, 1940, by the Ministry of Information. See page 1109.)

**T**HE Germans threaten to invade Great Britain. If they do so they will be driven out by our Navy, our Army and our Air Force. Yet the ordinary men and women of the civilian population will also have their part to play. Hitler's invasions of Poland, Holland and Belgium were greatly helped by the fact that the civilian population was taken by surprise. They did not know what to do when the moment came. *You must not be taken by surprise.* This leaflet tells you what general line you should take. More detailed instructions will be given you when the danger comes nearer. Meanwhile, read these instructions carefully and be prepared to carry them out.

### I

When Holland and Belgium were invaded, the civilian population fled from their homes. They crowded on the roads, in cars, in carts, on bicycles and on foot, and so helped the enemy by preventing their own armies from advancing against the invaders. You must not allow that to happen here. Your first rule, therefore, is:—

- (1) IF THE GERMANS COME, BY PARACHUTE, AEROPLANE OR SHIP, YOU MUST REMAIN WHERE YOU ARE. THE ORDER IS "STAY PUT."

If the Commander-in-Chief decides that the place where you live must be evacuated, he will tell you when and how to leave. Until you receive such orders you must remain where you are. If you run away, you will be exposed to far greater danger because you will be machine-gunned from the air as were civilians in Holland and Belgium, and you will also block the roads by which our own armies will advance to turn the Germans out.

### II

There is another method which the Germans adopt in their invasion. They make use of the civilian population in order to create confusion and panic. They spread false rumours and issue false instructions. In order to prevent this, you should obey the second rule, which is as follows:—

- (2) DO NOT BELIEVE RUMOURS AND DO NOT SPREAD THEM. WHEN YOU RECEIVE AN ORDER, MAKE QUITE SURE THAT IT IS A TRUE ORDER AND NOT A FAKED ORDER. MOST OF YOU KNOW YOUR POLICEMEN AND YOUR A.R.P. WARDENS BY SIGHT, YOU CAN TRUST THEM. IF YOU KEEP YOUR HEADS, YOU CAN ALSO TELL WHETHER A MILITARY OFFICER IS REALLY BRITISH OR ONLY PRETENDING TO BE SO. IF IN DOUBT ASK THE POLICEMAN OR THE A.R.P. WARDEN. USE YOUR COMMON SENSE.

### III

The Army, the Air Force and the Local Defence Volunteers cannot be everywhere at once. The ordinary man and woman must be on the watch. If you see anything suspicious, do not rush round telling your neighbours all about it. Go at once to the nearest policeman, police-station, or military officer and tell them exactly what you saw. Train yourself to notice the exact time and place where you saw anything suspicious, and try to give exact information. Try to check your facts. The sort of report which a military or police officer wants from you is something like this:—

"At 5.30 p.m. tonight I saw twenty cyclists come into Little Squashborough from the direction of Great Mudtown. They carried some sort of automatic rifle or gun. I did not see anything like artillery. They were in grey uniforms."

Be calm, quick and exact. The third rule is as follows:—

- (3) KEEP WATCH. IF YOU SEE ANYTHING SUSPICIOUS, NOTE IT CAREFULLY AND GO AT ONCE TO THE NEAREST POLICE OFFICER OR STATION, OR TO THE NEAREST MILITARY OFFICER. DO NOT RUSH ABOUT SPREADING VAGUE RUMOURS. GO QUICKLY TO THE

NEAREST AUTHORITY AND GIVE HIM THE FACTS.

### IV

Remember that if parachutists come down near your home, they will not be feeling at all brave. They will not know where they are, they will have no food, they will not know where their companions are. They will want you to give them food, means of transport and maps. They will want you to tell them where they have landed, where their comrades are, and where our own soldiers are. The fourth rule is:—

- (4) DO NOT GIVE ANY GERMAN ANYTHING. DO NOT TELL HIM ANYTHING. HIDE YOUR FOOD AND YOUR BICYCLES. HIDE YOUR MAPS. SEE THAT THE ENEMY GETS NO PETROL. IF YOU HAVE A CAR OR MOTOR BICYCLE, PUT IT OUT OF ACTION WHEN NOT IN USE. IT IS NOT ENOUGH TO REMOVE THE IGNITION KEY; YOU MUST MAKE IT USELESS TO ANYONE EXCEPT YOURSELF.

IF YOU ARE A GARAGE PROPRIETOR, YOU MUST WORK OUT A PLAN TO PROTECT YOUR STOCK OF PETROL AND YOUR CUSTOMERS' CARS. REMEMBER THAT TRANSPORT AND PETROL WILL BE THE INVADER'S MAIN DIFFICULTIES. MAKE SURE THAT NO INVADER WILL BE ABLE TO GET HOLD OF YOUR CARS, PETROL, MAPS OR BICYCLES.

### V

You may be asked by Army and Air Force officers to help in many ways. For instance, the time may come when you will receive orders to block roads or streets in order to prevent the enemy from advancing. Never block a road unless you are told which one you must block. Then you can help by felling trees, wiring them together or blocking the roads with cars. Here, therefore, is the fifth rule:—

- (5) BE READY TO HELP THE MILITARY IN ANY WAY. BUT DO NOT BLOCK ROADS UNTIL ORDERED TO DO SO BY THE MILITARY OR L.D.V. AUTHORITIES.

### VI

If you are in charge of a factory, store or other works, organize its defence at once. If you are a worker, make sure that you understand the system of defence that has been organized and know what part you have to play in it. Remember always that parachutists and fifth column men are powerless against any organized resistance. They can only succeed if they can create disorganization. Make certain that no suspicious strangers enter your premises.

You must know in advance who is to take command, who is to be second in command, and how orders are to be transmitted. This chain of command must be built up and you will probably find that ex-officers or N.C.O.s, who have been in emergencies before, are the best people to undertake such command. The sixth rule is therefore as follows:—

- (6) IN FACTORIES AND SHOPS, ALL MANAGERS AND WORKMEN SHOULD ORGANIZE SOME SYSTEM NOW BY WHICH A SUDDEN ATTACK CAN BE RESISTED.

### VII

The six rules which you have now read give you a general idea of what to do in the event of invasion. More detailed instructions may, when the time comes, be given you by the Military and Police Authorities and by the Local Defence Volunteers; they will NOT be given over the wireless so that might convey information to the enemy. These instructions must be obeyed at once.

Remember always that the best defence of Great Britain is the courage of her men and women. Here is rule 7:—

- (7) THINK BEFORE YOU ACT. BUT THINK ALWAYS OF YOUR COUNTRY BEFORE YOU THINK OF YOURSELF.



# BRITAIN MAKES READY TO MEET NAZI INVASION, JULY 1940

*The Enemy Across the Narrows: Churchill's Fiery Eloquence—Repairing the Losses After Dunkirk—A Nation Mobilized for War Production—Drastic Defence Orders and Regulations—Changes in Home Commands—Blocking the Invader By Sea or Air—Reinforcing the Garrison from Oversea: Function of the Home Guard—Nazi Occupation of Channel Islands—Hitler's Prophecy and Lord Halifax's Reply—General Smuts on the Message of Dunkirk*

**F**OLLOWING the collapse of France in mid-June, 1940, Britain found herself in a position more dangerous than any she had been faced with since Napoleon looked across the Straits with eyes filled with greed and longing, or even since Philip of Spain's galleons sailed with rolling pomp up the Channel.

Britain had entered the war with France as her close ally; time and again the rulers and statesmen of the one country and the other had expressed a resolve to maintain the struggle side by side until victory should have been won. Now, however, Britain was deserted by her comrade, who, beaten on the field of battle and defeated from within by traitors and near-traitors, lay in the dust beneath the feet of the conqueror. The Nazis were cock-a-hoop; throughout the Reich joy-bells pealed, flags waved; there was a grin of triumph on the face of the Fuehrer. For soon, very soon, Britain too must surely be brought low. Nothing could save her. France had found no salvation in the Maginot Line, in the millions of her armies and in her age-old traditions of military glory. Nor would Britain find salvation, thought the enemy. Not all the efforts of her seamen, of her soldiers (still dribbling back from the stricken beaches of the Continent) or her vastly outnumbered air force could do more than postpone for a brief space the coming of the day when Britain, too, should be brought low. But the British people refused resolutely in that dark hour to be dismayed or even disheartened. As on so many other occasions in their glorious past they did not know they were beaten, and because they did not know it they were not beaten. Their spirit was one of proud defiance, an echo of Shakespeare's "Come the three corners of the world in arms and we shall shock them." It was given expression

by Mr. Churchill in words of fiery eloquence which generations to come may well rank with some of the best-known and best-loved lines in Shakespeare. Even before the fall of France he had declared:

and France on that Bastille Day mourned the loss of her independence, Mr. Churchill declared in a broadcast to the nation:

"Should the invader come there will be no lying down of the people in submission as we have seen in other countries. We shall defend every village, town and city. The vast mass of London itself fought street by street could easily devour an entire hostile army, and we would rather see London laid in ruins and ashes than that it should be tamely and abjectly enslaved. . . ."

Embodied in noble words, Britain's resolve was expressed, too, in deeds of determined vigour. First, the nine divisions which had escaped at Dunkirk were reorganized and re-equipped. The men and women in the factories realized that on them lay the responsibility of repairing the huge losses of material—the ships which lay wrecked and sunk in all the harbours of Northern France. Gladly did they respond, and in every direction the work was speeded up; long-cherished and hard-won conditions of work were



"We shall fight in France, we shall fight on the seas and oceans, we shall fight with growing confidence and growing strength in the air, we shall defend our island, whatever the cost may be, we shall fight on the beaches, we shall fight on the landing grounds, we shall fight in the fields and in the streets, we shall fight in the hills; we shall never surrender...."

And again, on July 14, when the Premier's worst fears had been realized

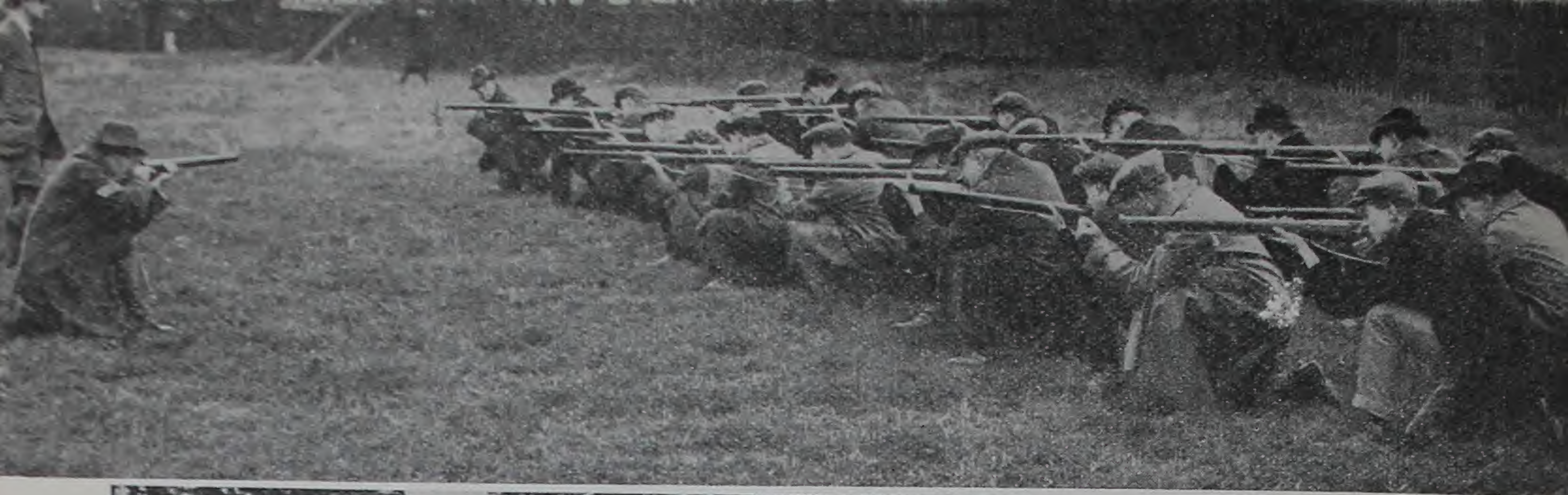


**WHEN THE NAZI INVADER WAS AWAITED**

Instructed in their duties by official pamphlets such as that illustrated here (text printed in opposite page), the people of Britain awaited calmly any invasion by Hitler's forces. The discreetly worded notice above (referring to the use of church bells as an invasion warning) gives a hint of the brave and cheery manner in which everyone behaved.

Photo, John Topham





### AS IN 1914, THE CITIZEN ARMY WAS READY

The top photograph (taken in 1914 at Wandsworth) shows Home Defence Volunteers of the First Great War at rifle instruction. Left, centre, is a detachment of Home Guard which brought down a Dornier bomber by its rifle fire in August, 1940. Always on the alert, Home Guards ploughed with rifles slung (below, left) or guarded our vital railway junctions (right).

*Photos, Sport & General; "Daily Mirror"; Keystone*



abrogated without a murmur, so that as speedily as possible Britain's soldiers might once again stand at arms.

Employers and employed alike were brought under the complete control of the Government by an Order issued by the Minister of Labour, Mr. Ernest Bevin, on June 5, which made it an offence for an employer in the engineering, building, and civil engineering industries to engage labour other than through an employment exchange, or by an approved arrangement between an employer and a trade union; the Order also prohibited employers from

engaging in other employment men who were normally employed in coalmining, agriculture, forestry, or horticulture. Furthermore, compulsory conciliation was enacted for the settlement of industrial disputes in those cases where the joint negotiating machinery had failed to reach a settlement. A review of workpeople employed in a number of essential industries was undertaken, and a scheme for the introduction and training of new entrants into the munitions industries was launched.

Further drastic restrictions were imposed on the public as a whole. By an

Order issued by the Board of Trade the supply to retailers of furniture, clothing, household appliances, and many articles of personal use was reduced to one-third of the value of the previous year's consumption. This was with a view to saving shipping space in the case of goods imported from overseas, and still more of permitting the diversion of labour from the production of these goods to the making of munitions. With the same ends, but also to obtain additional revenue, a Purchase Tax was imposed on the great bulk of consumer goods.

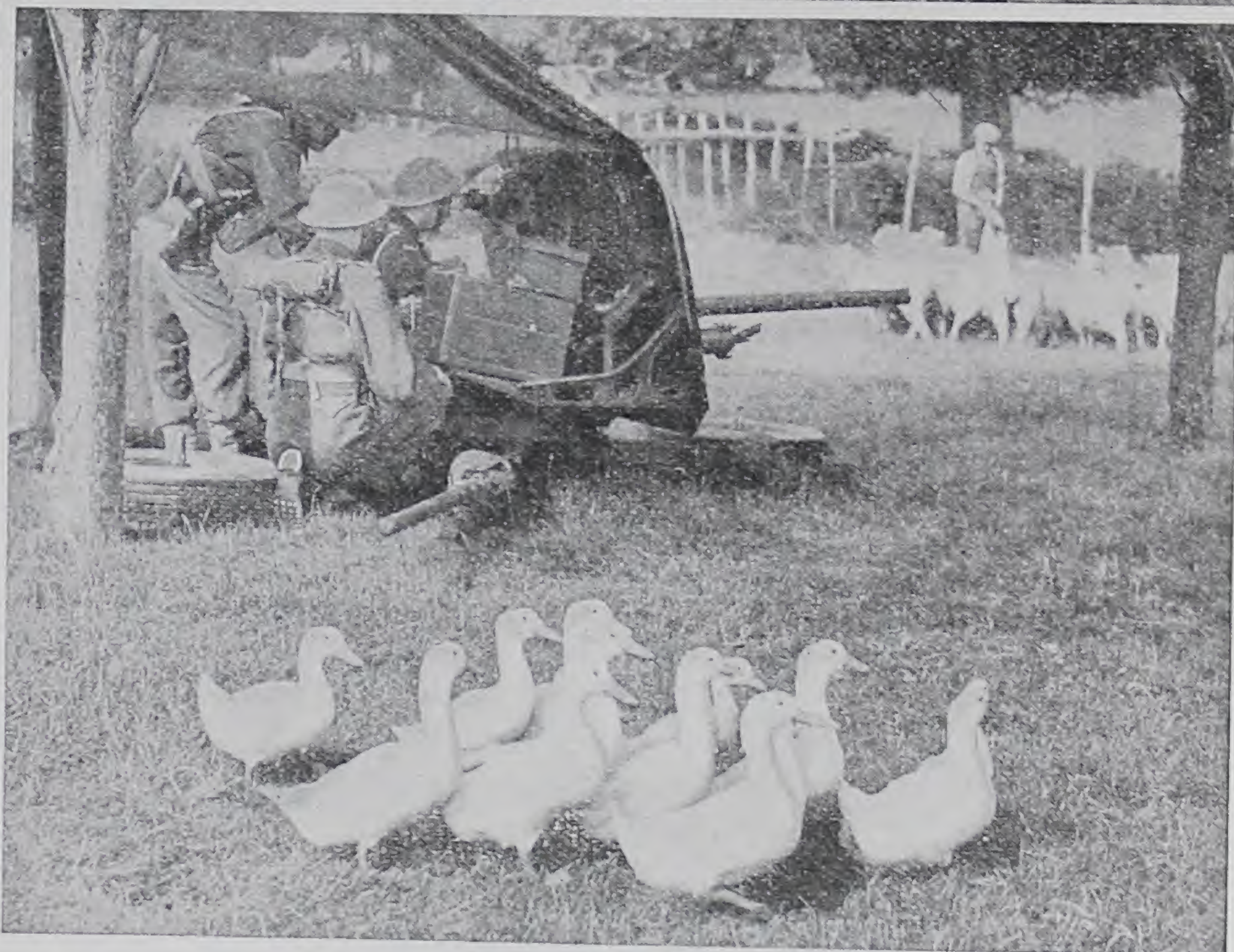




### DEFENCE IN DEPTH

Extending back in zone after zone, defences were made ready against the Nazis. Top photo, field guns are firing during a mimic battle ; right, below, is an anti-tank gun ensconced in a farmer's meadow. Even in the tree-tops our men formed their 'hides,' and below, a Grenadier sergeant in full kit is practising at tree-climbing.

*Associated Press ; Sport & General ; Photopress*



Yet more restrictions were imposed by a batch of Defence Orders, issued in the weeks immediately following the collapse of France. They included such comparatively minor matters as forbidding the exchange of stale bread for new; the prohibition of the issuing of new periodicals and certain types of posters and circulars, including newspaper contents bills, the manufacture of paper serviettes, book wrappers and confetti; restrictions on the manufacturing of confectionery, chocolate and ice-cream, and the immobilization of motor-cars left unattended in public

places. A far greater departure from accustomed usage was the action taken by the Home Secretary under Section 18B of the Defence Regulations—the section which authorized the Home Secretary to order the detention of persons of “hostile origin or associations” and those who, in his opinion, have “been recently concerned in acts prejudicial to the public safety or the defence of the realm, or in the preparation or instigation of such acts.”

Even more remarkable was the granting to the Government of power to provide for the trial of offenders by

special courts set up in certain areas where the military situation required such a course: these courts, it was enacted, should sit without juries and there should be no appeal from their decisions, though the power to commute a death sentence was reserved to the Home Secretary. It is difficult to conceive anything more contrary to the accepted principles of British freedom than such restrictions upon the liberty of the subject as the imprisonment of persons against whom no specific charge had been made and who were not permitted to be confronted by, or even to know,



their accusers, and without any form of trial, although they might appeal to specially constituted tribunals. Yet these restrictions were readily submitted to in the belief that they were virtually necessary in that hour of extreme urgency. At the end of June the number of persons detained under these Regulations was stated to be 750, among them a large number of members of the British Union, Sir Oswald Mosley's Fascist organization. At the same time a tremendous drive was conducted against aliens, who, with little discrimination between friend and foe, were dispatched in droves to the internment camp or even shipped overseas.

While these developments were proceeding on the Home Front, the organization and re-equipment of the Army were going on apace. The Army, it was

**The Army was Ready** reported, was in excellent heart, confident of its ability to attack and to destroy the enemy; it possessed all the officers and non-commissioned officers it needed, and, moreover, many of these had now learnt modern war in the hard but incomparable school of actual experience. The divisions of the B.E.F. were rapidly brought up to full strength, and placed at the disposal of the Commander-in-Chief, to play their part, if need be, in the battle of Britain. At the same time, the intake of men was largely increased, for during the most critical weeks the number of men called to the colours averaged 7,000 a day—exclusive of those who joined the Local Defence Volunteers, already over a million.

"Two months ago," said Mr. Churchill in his broadcast on July 14, from which we have already quoted, "our first effort was to keep our best army in France. But now we have it at home; never before have we had in this island an army comparable to that which stands here on guard today. We have a million and a half men in the British Army under arms, and every week has seen their organization, defences, and striking power advance by leaps and bounds."

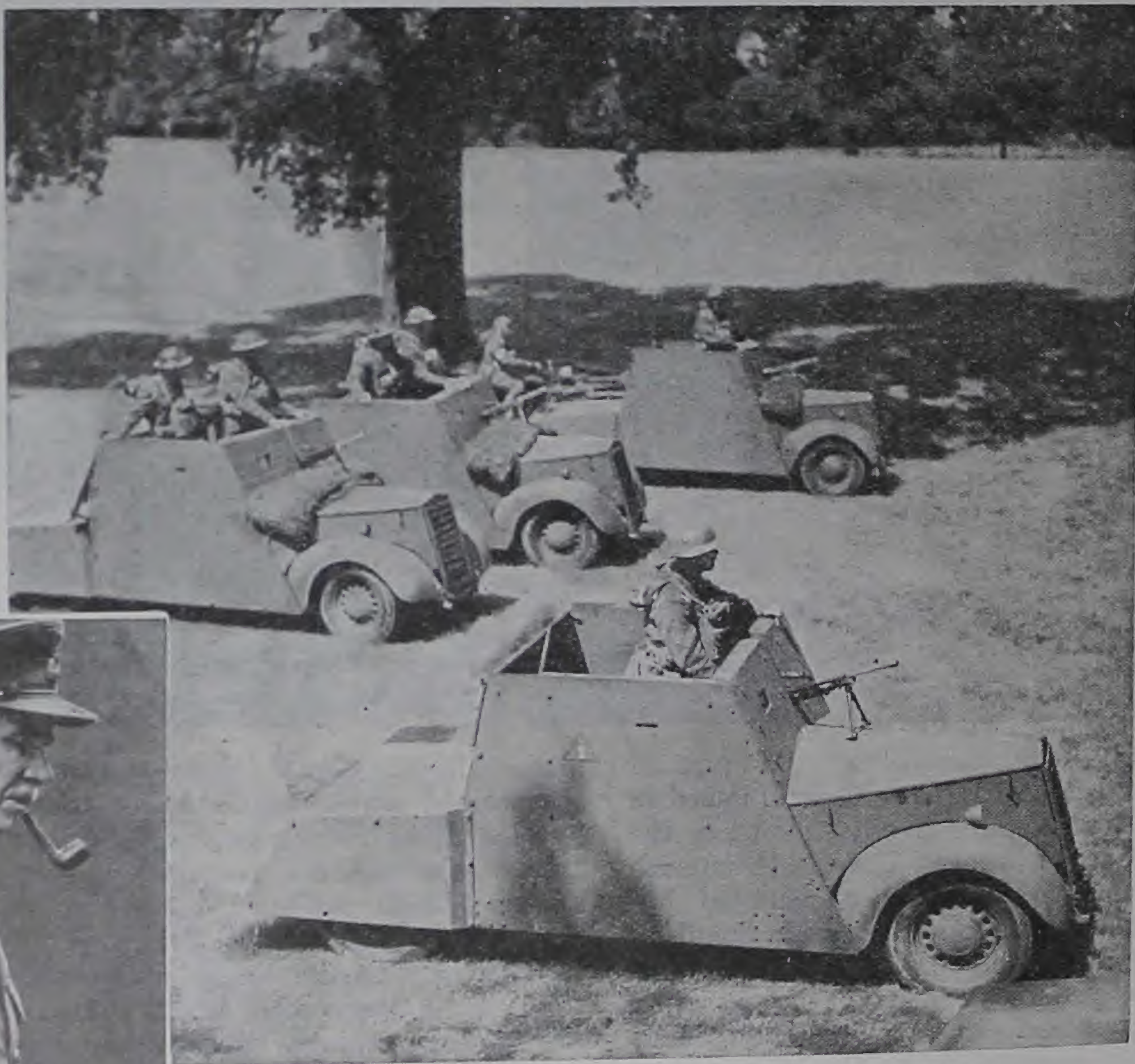
Following the successful evacuation of the great bulk of the B.E.F. from France, the task of preparing the army for the defence of Great Britain was placed in the hands of General Sir Edmund Ironside,

who was promoted to Field-Marshal on July 19 (raised to the Peerage early in 1941). On the same day it was announced that General Lord Gort, who had commanded the B.E.F., had been appointed Inspector-General of the Forces for Training, while Lt.-General Sir Alan Brooke, G.O.C. Southern Command, was appointed C.-in-C. Home Forces, a position for which his recent experience as Commander of the 2nd Corps in France made him obviously suitable. General Brooke's place at the Southern Command was taken by Lt.-General C. J. E. Auchinleck.

Thus, day by day, the fortress of Britain grew in strength. Until now the threat of invasion had been lightly considered; it was regarded as perhaps a possibility, but a remote one. When France collapsed all that was changed. Men expected daily—even hourly—that the sky would be darkened by the wings of Hitler's armada, and that his great fleet of flat-bottomed boats would appear from across the sea, loaded to the gunwale with tanks and guns and walking arsenals of men. Never for a moment was the watch along the shore relaxed; every yard of sea was patrolled by ship or by aircraft. The channels were mined

and the beaches covered with a swift growth of barbed wire. Gun emplacements sprang into being by the thousand, so that every line of approach could be covered by a devastating fire. Formidable blockhouses of steel and concrete were erected to command the foreshore; every road leading to the coast was barred with tank obstacles; and for miles back in the countryside roads and villages were covered by strong points. Deep ditches were carved across fields, or posts were erected so that they could provide the Nazis with no such easy landing-grounds as they had used to such fell advantage in Holland and in France. Aerodromes of the R.A.F. were strongly guarded by batteries of guns, and the squadrons of fighters and bombers were always on the alert ready to take the air at a moment's notice.

Every day, every hour, the defence belt was strengthened, and the front that faced the sea made more difficult and dangerous to approach. Through the long, wonderfully warm and sunny summer months the beaches, which in normal times would have been crowded with holiday-makers, were silent and deserted, for the coastal strip facing the Continent and extending some twenty

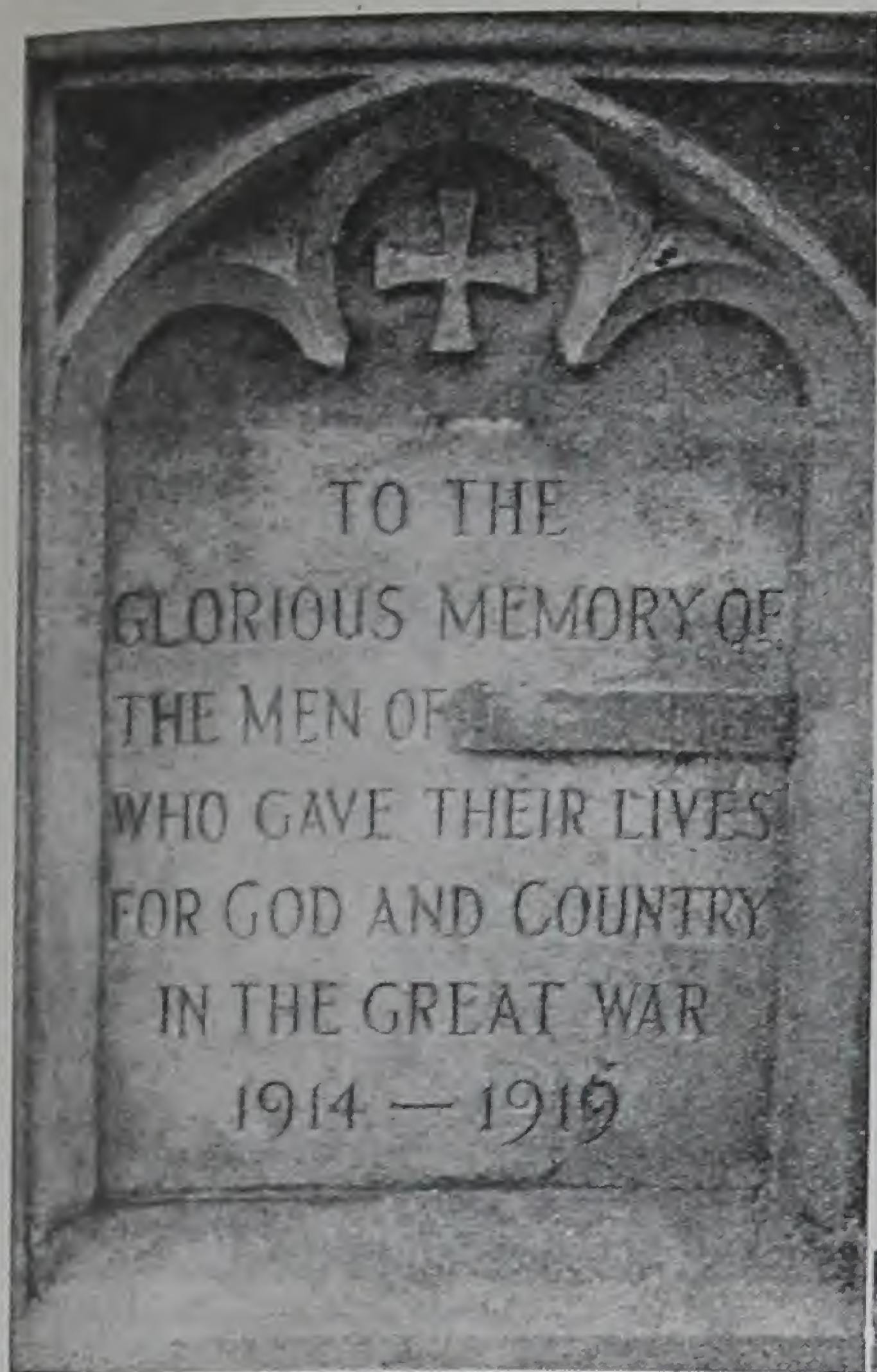


#### STRANGE MOUNTS FOR THE CAVALRY

The nickname 'Ironsides,' given to these fast, light armoured vehicles with which mechanized cavalry were equipped in the summer of 1940, was more than an apt description: it was a tribute to the gallant officer then commanding in chief the Home Forces, Field-Marshal Sir Edmund Ironside (left).

*Photos, British Official: Crown Copyright; Planet News*





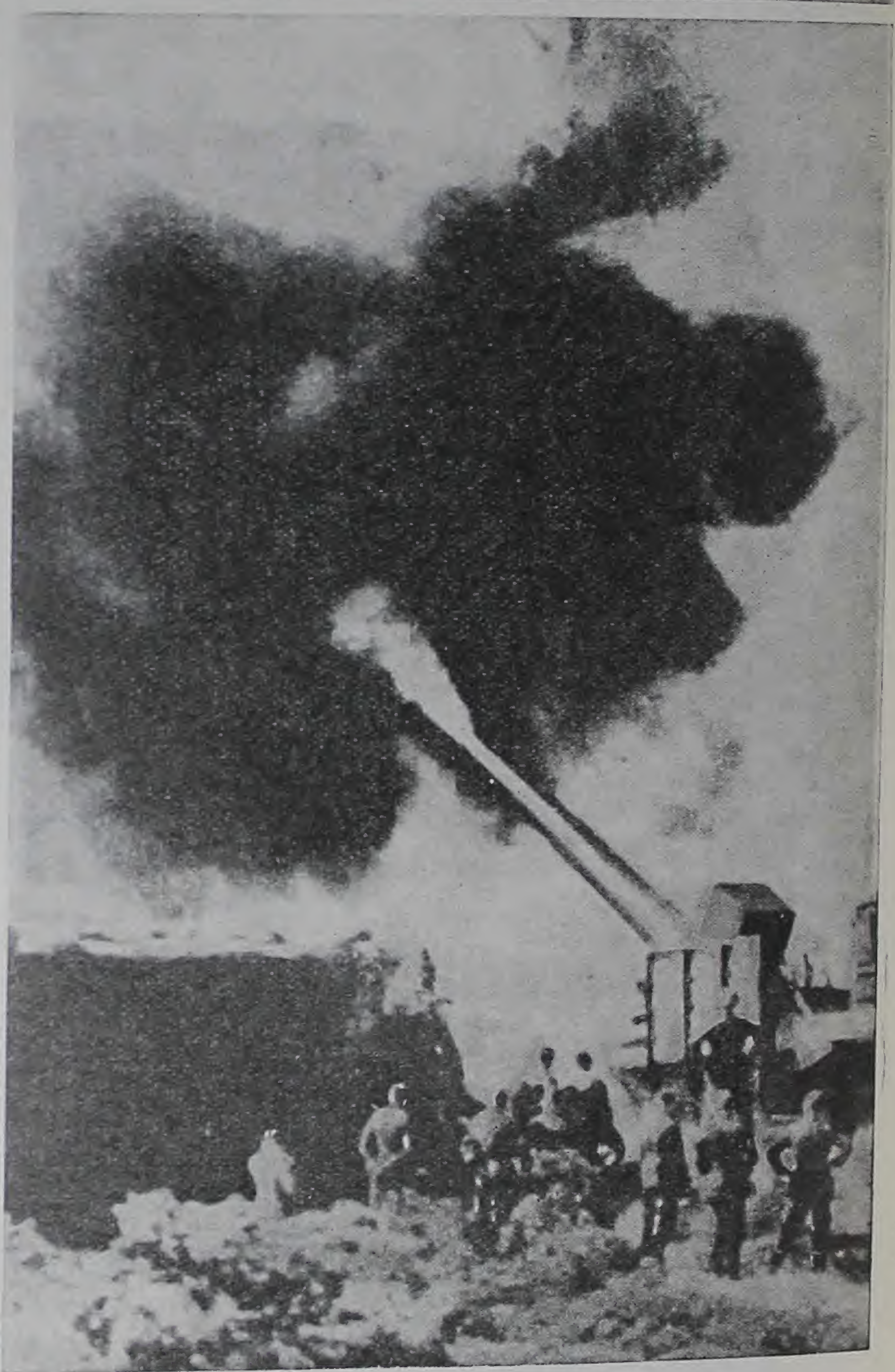
#### MULTIFOLD MEASURES FOR THE DEFENCE OF BRITAIN

In the summer of 1940 place names were obliterated on signposts and milestones; those on war memorials were blotted out; district and telephone exchange names on all sorts of public notices were removed. Boats and other river craft were immobilized or (as in the case illustrated above) stored at inland pools out of reach of an invader. If motorists failed to put standing cars out of action, police officers let out the air from tires (left). Police were armed with rifles in danger areas; the officer in the right-hand photograph is checking a civilian visitor's identity.

*Photos, F. R. Winstone; Fox; Topical Press; "Daily Mirror"*







### TWENTY-MILE-WIDE MOAT THAT CHECKED THE NAZIS

With the Channel ports in their hands the Nazis pushed on feverishly with measures for the conquest of Britain. On August 13, 1940, their long-range guns on the French coast shelled Dover, and British guns (like that shown at left) replied in a duel that went on at intervals throughout the succeeding months. Across the water British and German sentries gazed in never-relaxing vigil.

*Photos: Topical Press; Keystone; "New York Times"*



miles inland was declared a Defence Area into which the public might not enter. But they were deserted only in appearance, not in fact. If the invader should actually come, then Britain's front line would blaze into action and guns from batteries that could be seen, and from more whose very existence (so carefully camouflaged were they) one would never have suspected, would rake with their fire the beaches and the adjoining waters.

As for the garrison—the hundreds of thousands, nay millions, of troops who were now gathered within the British Isles—it was trained to play its part in

Well  
Trained  
Garrison

no war of static defence such as had so recently proved the undoing of the French with their

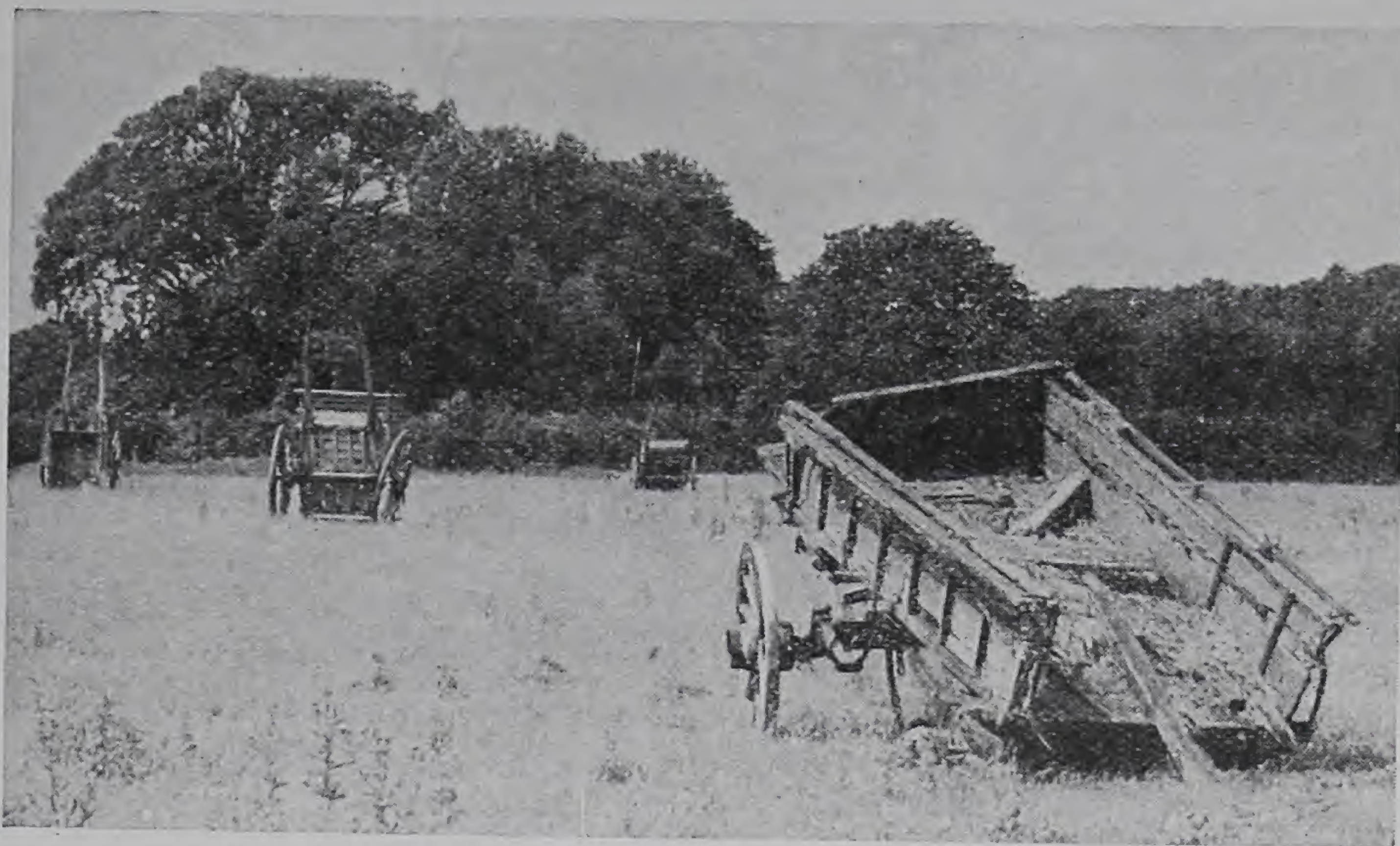
Maginot complex. Rather it was seen, and saw itself, as a dynamic force. With its motorized and mechanized equipment the British Army was more mobile than any that had marched to war in all the centuries of the past—than Haig's or French's, than Wellington's or Marlborough's. Of the great host holding the British fortress, only those in the front line on the beaches and in the coastal batteries would be required in the event of an invasion to remain immovable and unmoved at the enemy's approach. Every effort was made to see that the divisions behind them were a hundred per cent mobile, ready to rush to this flank or that, wherever danger should threaten. Communication between 'planes and troops on the ground was developed until it approached perfection; armoured-car and motor-cycle

detachments were specially trained to give the quietus to parachutists descending from the sky; others were kept in a state of instant readiness to tackle troops unloaded from troop-carrying 'planes, or from vessels which might manage to evade the patrols and land their cargoes of men and material on some lonely shore. Then the closest cooperation was practised between the Regulars and the Local Defence Volunteers, or Home Guard, as they were renamed on July 23.

All through the months of summer the danger of invasion was very near.

Indeed, what more suitable time could be chosen for launching Hitler's final offensive than when Britain was staggering beneath the blows of the defection of her Allies and the disasters of the battles of Flanders and France? With every morning there dawned the likelihood that today would see the invaders come, and with every nightfall the men responsible for the defence of Britain were infinitely grateful that another day had been granted them to make the defences of the beleaguered island more complete.

Hitler's armada of flat-bottomed craft did not sail, but his warplanes



#### TO BAFFLE AERIAL TROOP TRANSPORTS

During the summer and autumn of 1940 derelict hay-wains and broken-down farm wagons were lined up in big meadows where enemy aircraft might seek to land; across commons and parks were dug wide trenches, from which the soil was piled in heaps to break up the wide expanse of grass land.

*Photos, Associated Press; Sport & General*







## ULTIMATUM TO JERSEY

In the last week of June, 1940, the Channel Islands were demilitarized and a great many of the inhabitants evacuated to England. The Royal Guernsey and the Jersey Militia (the latter seen above in training) in England were disbanded. In the centre is a reproduction of the ultimatum presented to the Governor of the Island of Jersey on July 1 by the Commander of the German Air Forces in Normandy.

*Photo, British Official : Crown Copyright*

were active—the first civilian casualties were caused in a raid on the North Riding of Yorkshire on May 23, and the first aerial combat of the Battle of Britain took place over East Anglia on the night of June 18—and at mid-summer the Germans succeeded in occupying British territory.

The Channel Islands have been part of the realm of England since their Duke conquered England in 1066, but following upon the German occupation of the adjoining coasts

Evacuation of of France it was now Channel Islands found necessary to evacuate them. His-

torically they were English to the core, but this was a case where geography defeated history. To defend them would have been difficult, perhaps impossible; the only result would have been useless slaughter and destruction. So towards the end of June it was announced that the Islands had been demilitarized, the evacuation of the armed forces—e.g. the Royal Jersey Militia crossed the Channel to take up its place somewhere on the coast—and of a considerable proportion of the population being announced at the same time. The announcement did not, however, save the Islands from cruel bombing, when the Germans, just before they landed by air on July 1, bombed and machine-gunned Jersey and Guernsey, 29 people being killed in the one island and 10 in the other. The administration of the islands was left largely in the hands of two officials, the Bailiffs of Jersey and of Guernsey, to whom King George addressed a per-

## Translation of a Communication addressed to the Governor of the Isle of Jersey.

1st July, 1940.

### To the Chief of the Military and Civil Authorities

#### Jersey (St. Helier).

1. I intend to neutralize military establishments in Jersey by occupation.
2. As evidence that the Island will surrender the military and other establishments without resistance and without destroying them, a large White Cross is to be shown as follows, from 7 a.m. July 2nd, 1940.
  - a. In the centre of the Airport in the East of the Island.
  - b. On the highest point of the fortifications of the port.
  - c. On the square to the North of the Inner Basin of the Harbour.

Moreover all fortifications, buildings, establishments and houses are to show the White Flag.
3. If these signs of peaceful surrender are not observed by 7 a.m. July 2nd, heavy bombardment will take place.
  - a. Against all military objects.
  - b. Against all establishments and objects useful for defence.
4. The signs of surrender must remain up to the time of the occupation of the Island by German troops.
5. Representatives of the Authorities must stay at the Airport until the occupation.
6. All Radio traffic and other communications with Authorities outside the Island will be considered hostile actions and will be followed by bombardment.
7. Every hostile action against my representatives will be followed by bombardment.
8. In case of peaceful surrender, the lives, property, and liberty of peaceful inhabitants are solemnly guaranteed.

The Commander of the German Air Forces in Normandy,  
General

sonal message, the contents of which were made known on July 8.

"For strategic reasons," it read, "it has been found necessary to withdraw the armed forces from the Channel Islands. I deeply regret the necessity, and I wish to assure my people in the Islands that in taking this decision my Government have not been unmindful of their position. It is in their interest that this step should be taken in the present circumstances. The long association of the Islands with the Crown and the loyal service the people of the Islands have rendered to my ancestors and myself are guarantees that the link between us will remain unbroken. I know that my people in the Islands will look forward with the same confidence as I do to the day when the resolute fortitude with which we face our present difficulties will reap the reward of victory."

The abandonment of the Channel Islands was a sombre addition to the summer's events. But about the same time a new note of hopefulness was struck by the arrival in Britain of large numbers of fighting men from the Dominions "down under" and from across the Atlantic. Canadians, indeed, had been in the country for many months, and it was their fourth contingent which arrived in June. Amongst the newcomers were two units of the Royal Canadian Air Force. Their voyage across the Atlantic had been smooth and uneventful; and so, too, was that of the Australian and New Zealand

forces who were brought half-way round the world under the sure shield of the Imperial Navies—of Britain and Australia, New Zealand and Canada—without the loss of a single man. As soon as the ships anchored they were visited by a party of Government and other official representatives who welcomed them, the first contingents of the new Anzacs to arrive in the United Kingdom.

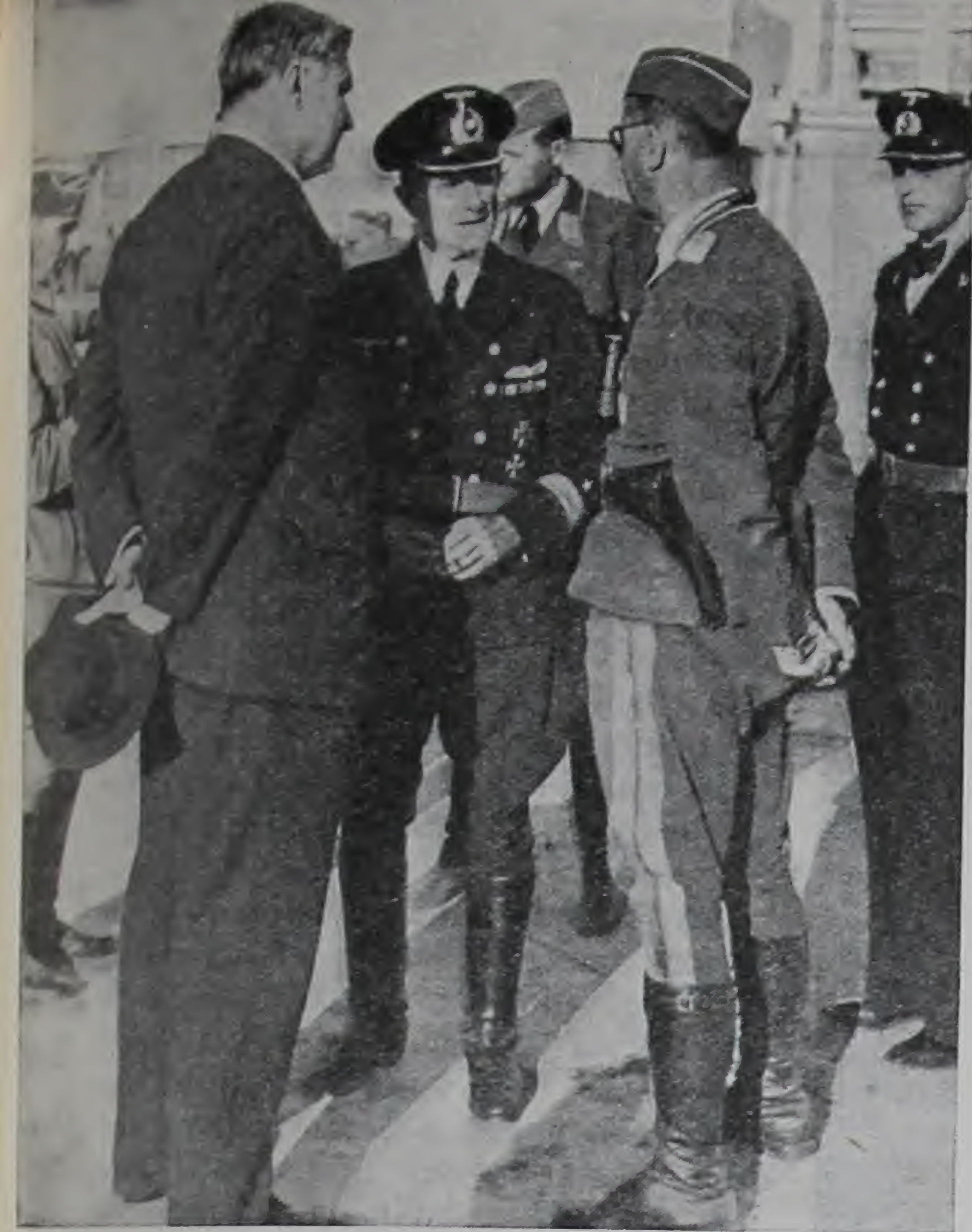
"You come at a timely hour," was Mr. Eden's message as Secretary of State for War. "The cause of the free nations needs every measure of support that can be given. With Australia and New

Zealand represented in two theatres of war, with Canada and South Africa taking their full part, we can now present to our enemy a truly imperial front—a front which, as he has learned from experience in the past, has never been and never will be broken by him."

Then a special message was read from the King. After recalling that a few months ago he had sent some words of welcome to the first contingents of the 2nd Australian Imperial Force and the New Zealand Expeditionary Force when they had then disembarked in the Middle East, his Majesty went on to say that:

"It has fallen to your lot to come to the United Kingdom itself, and as you take





## NAZIS IN THE CHANNEL ISLANDS

Although demilitarization had been declared by Britain, the Nazis bombed and machine-gunned Jersey and Guernsey, and landed troops by air on July 1, 1940. Top, left, Nazi officers talking to a British official; right, German guard on harbour front at St. Peter Port; below, right, the swastika flies over Guernsey airport; left, a German officer in converse with a policeman in a St. Helier street.

*Photos, E.N.A.*







### BRITAIN'S GARRISON REINFORCED

In the summer of 1940 large contingents of Australasian troops came to Britain. Top, Maoris from New Zealand at rifle practice. The N.Z. Expeditionary Force in Britain was commanded by Brigadier James Hargest, D.S.O., M.C. (centre, left).

Photos, *Wide World*; *Elliott & Fry*; *P.N.A.*; *Sport & General*

your place beside us you will find us in the forefront of the battle. To all I give a warm welcome, knowing the stern purpose that brings you from your distant homes."

Both contingents were led by Anzac veterans of the last war—Major-General H. D. Wynter and Brigadier J. Hargest, M.P., commanding the Australians and New Zealanders respectively. Among the New Zealanders was a Maori battalion with Maori officers, and this race was also represented in other units.

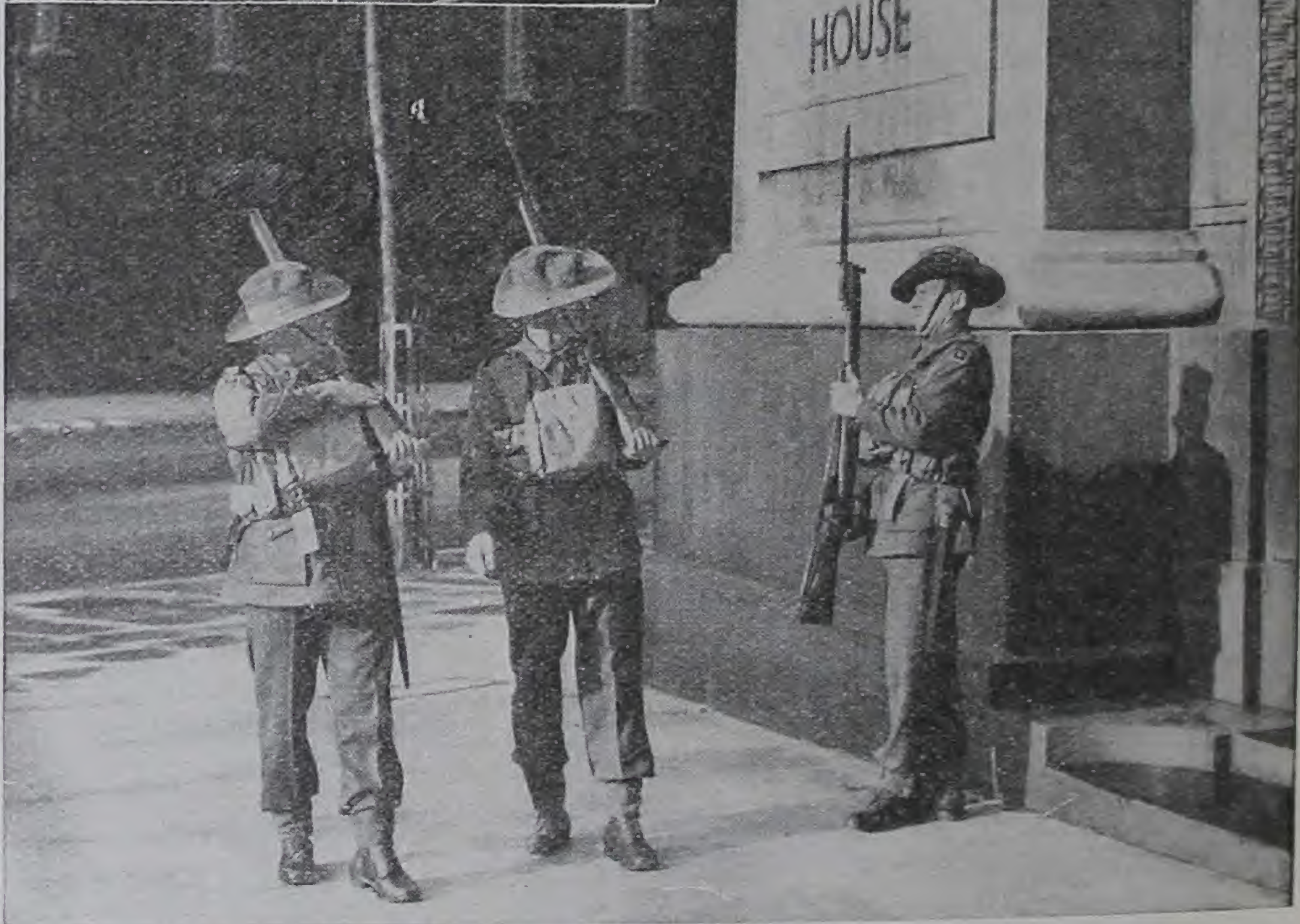
So high summer came and went, and still the invader tarried. Hitler raged and threatened, boasted and fulminated. Addressing the Reichstag on July 19 he made his famous prophecy, that:

"A great empire will be destroyed—an empire which it was never my intention to destroy or even to harm. I do, however, realize that this struggle, if it continues, can end only with the complete annihilation of one or the other of the two adversaries—Mr. Churchill may believe that this will be Germany. I know it will be Britain." Then, almost plaintively, he declared, "I see no reason why this war must go on. I am grieved to think of the sacrifices which it will claim."

A few days later Lord Halifax, Britain's Foreign Secretary, gave the Fuehrer his answer.

"Hitler has now made it plain," he said, "that he is preparing to direct the whole weight of German might against this country. That is why in every part of Britain, in great towns and remote villages alike, there is only one spirit, the spirit of indomitable resolution."

To Hitler the war seemed already won, and it was the very acme of per-



### BURLY AUSTRALIANS COME TO PLAY THEIR PART

Attracting notice by their stature and fine physique, the first troops from Australia arrived in Britain in June, 1940. Major-General H. D. Wynter, C.M.G., D.S.O. (centre, right), was G.O.C. Australian Forces in Britain. Above, changing sentries at Australia House, London.

verseness on the part of the British people that they refused to acknowledge his victory. But Britain's confidence, tempered in the fires that burned so fiercely at Dunkirk, was yet further strengthened by the resolution of her sister states of the Commonwealth. From every hand came expressions of goodwill, offers of service, and service itself. The Germans, said General Smuts in a broadcast on July 21 to Great Britain and the United States, held the view that the war was already won, and that only the final *coup de grâce* to Great Britain was awaited. "But," he went on, "the British people are today united as never before in their history under leadership of unrivalled brilliancy and courage. . . . Britain is and remains the inner core of the Allied cause—the main bastion of Allied defence . . . and the Germans have not won the war by any means, until they have overcome the main Allied force entrenched as it is in the island fortress of Britain." Then in a powerful passage he declared that: "If Dunkirk has any message for us, it is the heartening one that Britain will prove to be an impregnable fortress against which Germany's might will be launched in vain. If that attack fails, Hitler is lost; and all Europe, aye, the whole world, is saved."





#### THE PREMIER INSPECTS COASTAL DEFENCES

Mr. Winston Churchill gets first-hand knowledge of Britain's southern defences by a personal inspection. With him are General Sir Alan Brooke, K.C.B., D.S.O. (appointed C.-in-C. Home Forces in July, 1940) and Major-General G. Le Quesne Martel, a mechanization specialist who later in the year took command of the Royal Armoured Corps.

*Photo, British Official: Crown Copyright*





#### BRITAIN BECAME AN ISLAND FORTRESS

The top photograph (taken in July, 1940) shows a typical road block of concrete pillars, behind which the armed guard is examining the credentials of a passing motorist. Below, two of the village Home Guard are going on duty: the elder is a Boer War veteran and district postmaster; the horseman is a groom. Alongside is the salvage dump.

*Photos, Associated Press; "News Chronicle"*







### PREPARING BRITAIN'S FIRST LINE OF DEFENCES

One of the first defensive steps taken after the Nazi occupation of the Channel ports was the fortification of the entire coastal region facing across the Straits. Similar measures were taken on other of our shores, and the beaches, promenade and pavements on the seaward side were banned to civilians. Here are photographs showing Brighton's empty promenade in July, 1940, contrasted with the busy scene some eighteen months earlier.

*Photos, Fox*

I E







**SOME OF THE FEW TO WHOM THE MANY OWED SO MUCH**  
In his review of the progress of the war, given in August, 1940, the Premier paid a remarkable tribute to the R.A.F. for their Herculean efforts in the defence of Britain. 'Never in the field of human effort,' he said, 'was so much owed by so many to so few.' Here are typical men of the R.A.F.—Hurricane pilots on the airfield waiting to take off again for another tussle with the Nazis.

*Photo. For*



## **'MEN WILL SAY, THIS WAS THEIR FINEST HOUR'**

In a stirring oration in the House of Commons on June 18, 1940, Mr. Churchill reviewed the question of imminent invasion and summarized the means by which the enemy would be frustrated and thrown back from these shores. The greater part of the Prime Minister's speech is reprinted below, including the very moving peroration.

**W**E have in arms at the present time in this island over 1,250,000 men. Behind these we have the Local Defence Volunteers, numbering 500,000, only a portion of whom, however, are yet armed with rifles or other firearms. We have incorporated into our defence forces every man for whom we have a weapon. We expect a very large addition to our weapons in the near future, and in preparation for this we intend to call up, drill, and train further large numbers at once. Those who are not called up or otherwise employed—those who are employed in the vast business of munitions production in all its branches, and which runs through every kind of grade—they serve their country best by remaining at their ordinary work until they are required.

We also have Dominion Armies here. Canadians had actually landed in France, but have now been safely withdrawn, much disappointed but in perfect order, with all their artillery and equipment; and these very high-class forces from the Dominions will now take part in the defence of the Mother Country. . . .

The invasion of Great Britain would, at this time, require transportation across the sea of hostile armies upon a very large scale, and, after they had been so transported, they would require to be continually maintained with all their mass of munitions and supplies which are required for continuous battle, as continuous battle it would be.

Here is where we come to the Navy. After all, we have a Navy. Some people seem to forget that. We must remind them. For more than thirty years I have been concerned in discussions about the possibility of overseas invasion, and I took the responsibility on behalf of the Admiralty at the beginning of the last war of allowing the Regular troops to be sent out of the country, though the Territorials had been only just called up and were quite untrained.

### **Navy's Part in Meeting Invasion**

**T**HE Admiralty had confidence at that time in their ability to prevent mass invasion, even though at that time the Germans had a magnificent battle fleet in the proportion of 10 to 16, even though they were capable of fighting a general engagement any day and every day. Now they only have a couple of heavy ships worth speaking of.

We are also told that the Italian navy is to come to gain sea superiority in these waters. Well, if that is seriously intended, I can only say that we shall be delighted to offer Signor Mussolini free safeguarded passage through the Straits of Gibraltar in order that he may play the part he aspires to do. There is a genuine curiosity in the British Fleet to find out whether the Italians are up to the level they were at the last war or whether they have fallen off.

The point seems to be that so far as sea-borne invasion on a large scale is concerned we are far more capable of meeting it today than we were at many periods in the last war and during the early months of this war before our other troops were trained and while the B.E.F. was already abroad and still abroad.

The Navy have never pretended to be able to prevent raids by bodies of 5,000 or 10,000 men flung suddenly across at several points of the coast some dark night or foggy morning. The efficacy of sea-power, especially in modern conditions, depends upon the invading force being of large size. It has got to be of large size, in view of our military strength, to be of any use. If it is of large size the Navy have something they can meet and bite on. . . .

We also have a great system of minefields, recently largely reinforced, through which we alone know the channels. If the enemy tries to sweep vessels through those minefields it will be the task of the Navy to destroy the minesweepers or any other force employed to protect them.

These are the regular well-tested, well-proved arguments on which we have relied during the many years in peace and war. But the question is whether there are any new methods by which those solid assurances can be circumvented. Odd as it may seem, some attention has been given to this by the Admiralty, whose prime duty it is to destroy any large sea-borne expedition before it reaches us or at the moment it reaches these shores.

It would not be useful to go into details. All I would say is that untiring vigilance and mind-searching must be devoted to the subject, because the enemy is crafty, cunning, and full of novel treacheries and strategies.

The House may be sure that the utmost ingenuity is being displayed and imagination is being invoked from a large number of competent officers, well trained in planning and thoroughly up to date, to measure and to counter all novel possibilities, of which many are suggested. . . .

### **Glorious Mission of the R.A.F.**

**I**T seems quite clear that no invasion on a scale beyond the capacity of our land forces to crush speedily is likely to take place from the air until our Air Force has been definitely overpowered. In the meantime, there may be raids by parachute troops and attempted descents by air-borne soldiers. We ought to be able to give these gentry a warm reception both in the air and if they reach the ground in a condition to be able to continue the dispute.

The great question is, can we break Hitler's air weapon? It is a very great pity we have not got an air force at least equal to that of the most powerful enemy within reach of our shores, but we have a very powerful Air Force which has proved itself far superior, in quality, both of men and of many types of machines, to what we have met so far in the numerous fierce air battles which have been fought. . . .

I look forward confidently to the exploits of our fighter pilots, who will have the glory of saving their island home and all they love from the most deadly of all attacks.

There remains the danger of the bombing attacks, which will certainly be made very soon upon us by the bomber forces of the enemy. It is quite true that the German bomber force is superior in numbers to ours, but we have a very large bomber force also, which we should use to strike at military targets in Germany without intermission.

I do not at all underrate the severity of the ordeal which lies before us, but I believe our countrymen will show themselves capable of standing up to it like the brave men of Barcelona. They will be able to stand up to it and carry on in spite of it as well as any other people in the world. Much will depend on them, and every man and every woman will have the chance of showing the finest qualities of the race, and of rendering the highest services to their cause. . . .

**W**HAT General Weygand called the "Battle of France" is over. I expect that the "Battle of Britain" is about to begin. Upon this battle depends the survival of the Christian civilization. Upon it depends our own British life and the long-continued history of our institutions and our Empire.

The whole fury and might of the enemy must very soon be turned on us. Hitler knows that he will have to break us on this island or lose the war. If we can stand up to him all Europe may be free and the life of the world may move forward into broad and sunlit uplands. If we fail, then the whole world, including the United States, and all that we have known and cared for, will sink into the abyss of a new dark age made more sinister and perhaps more prolonged by the light of a perverted science.

Let us, therefore, do our duty and so bear ourselves that if the British Commonwealth and Empire lasts a thousand years men will still say, "This was their finest hour."



## 'THE WAR OF THE UNKNOWN WARRIORS'

On July 14, 1940, in a broadcast to the British Empire and America, Mr. Churchill once more affirmed his faith in the determination and ability of Britain to resist invasion if and when Hitler should attempt it. We give below the greater part of his confident and inspiring address.

**A**LL goes to show that the war will be long and hard. No one can tell where it will spread. One thing is certain—the peoples of Europe will not be ruled for long by the Nazi Gestapo, nor will the world yield itself to Hitler's gospel of hatred and domination.

And now it has come to us to stand alone at the breach and face the worst that the tyrant's might and enmity can do; bearing ourselves humbly before God, but conscious that we serve an unfolding purpose, we are ready to defend our native land against the invasion by which it is threatened. We are fighting by ourselves alone, but we are not fighting for ourselves alone.

Here in this strong city of refuge, which enshrines the title deeds of human progress and is of deep consequence to Christian civilization; here girt about by the seas and oceans where the Navy reigns, shielded from above by the staunchness and devotion of our airmen, we await undismayed the impending assault. Perhaps it will come tonight, perhaps it will come next week, perhaps it will never come. We must show ourselves equally capable of meeting a sudden violent shock or, what is perhaps a harder test, a prolonged vigil. But be the ordeal sharp or long, or both, we shall seek no terms, we shall tolerate no parley. We may show mercy—we shall ask none.

I can easily understand how sympathetic onlookers across the Atlantic, or anxious friends in the yet unravaged countries of Europe who cannot measure our resources or our resolve, may have feared for our survival when they saw so many states and kingdoms torn to pieces in a few weeks or even days by the monstrous force of the Nazi war machine.

But Hitler has not yet been withstood by a great nation with a will-power the equal of his own. Many of these countries have been poisoned by intrigue before they were struck down by violence. They have been rotted within before they were smitten without. How else can you explain what has happened to France, to the French Army, to the French people, to the leaders of the French people? But here in our island we are in good health and in good heart.

### Hitler's Plans for the Doom of Europe

**W**E have seen how Hitler prepared in scientific detail the plans for destroying the neighbour countries of Germany. He had his plans for Poland and his plans for Norway; he had his plans for Denmark; he had his plans all worked out for the doom of the peaceful, trustful Dutch, and, of course, for the Belgians.

We have seen how the French were undermined and overthrown. We may therefore be sure that there is a plan, perhaps built up over years, for destroying Great Britain, which, after all, has the honour to be his main and foremost enemy. All I can say is that any plan for invading Britain which Hitler made two months ago must have had to be entirely recast to meet our new position.

Two months ago, nay, a month ago, our first and main effort was to keep our best Army in France; all our Regular troops, all our output of munitions, and a very large part of our Air Force had to be sent to France and maintained in action there. Now we have it all at home. Never before, in the last war or in this, have we had in this island an Army comparable in quality, equipment or numbers to that which stands here, on guard here, tonight.

We have 1,500,000 men now under arms tonight, and every week of June has seen their organization, their defences and their striking power advanced by leaps and bounds.

No prize is too high for the officers and men—aye, and the civilians—who have made this immense transformation in so short a time. Behind the soldiers of the Regular Army is the means for the destruction of parachutists, air-borne invaders, and any traitors who may be found in our midst—and

I do not believe there are many—woe betide them. They will get short shrift.

Behind the regular Army we have more than 1,000,000 of the Local Defence Volunteers, or, as they are much better called, the Home Guard. These officers and men, a large proportion of whom have been through the last war, have the strongest desire to attack and come to close quarters with the enemy wherever he may appear.

### Every Village Will Resist Invasion

**S**HOULD the invader come to Britain there will be no placid lying down of the people, no submission before him as we have seen, alas, in other countries. We shall defend every village, every town and every city. The vast mass of London itself, fought street by street, could easily devour an entire hostile army. We would rather see London laid in ashes and ruins than it should be tamely and abjectly enslaved. . . .

Around all lies the power of the Royal Navy, with over a thousand armed ships under the White Ensign patrolling the seas, the Navy which is capable of transferring its forces very readily to the protection of any part of the Empire which may be threatened, which is capable also of keeping open our communications with the New World from whom, as the struggle deepens, increasing aid will come.

Is it not remarkable after ten months of unlimited U-boat and air attacks upon our commerce, that our food reserves are higher than they have ever been and we have a substantially larger tonnage under our own flag, apart from hundreds of foreign ships, than we had at the beginning of the war?

Why do I dwell upon all this? Not surely to induce any slackening of effort or vigilance. On the contrary, this must be redoubled and we must prepare not only for the summer but for the winter, not only for 1941 but for 1942, when the war will, I trust, take a different form from the defensive in which it has hitherto been bound.

I dwell on these elements in our strength, on these reserves which we have mobilized, because it is right to show that the good cause can command the means of survival, and that while we toil through the dark valley we can see the sunlight on the uplands beyond.

I stand at the head of a Government representing all parties in the State, all creeds, all classes, every recognizable section of opinion. We are ranged beneath the Crown of our ancient Monarchy. We are supported by a free Parliament and a free Press. But there is one bond which unites us all and sustains us in the public regard—namely, as is increasingly becoming known, we are prepared to proceed to all extremities, to endure them, and to enforce them. That is our bond of union. For this bond we shall keep nothing back and we shall go to all lengths. Thus only, in times like these, can nations preserve their freedom; thus only can they uphold the cause entrusted to their care.

### 'Giving All, Daring All, Enduring All'

**B**UT all depends now upon the whole life-strength of the British race in every part of the world, and of all our associated peoples and of all our well-wishers in every land doing their utmost night and day, giving all, daring all, enduring all, to the utmost, to the end. This is no war of chieftains or of princes, of dynasties or national ambitions. It is a war of peoples and of causes.

There are vast numbers, not only in this island but in every land, who will render faithful service in this way, but whose names will never be known, whose deeds will never be recorded. This is the war of the Unknown Warriors. But let all strive without failing in faith or in duty and the dark curse of Hitler will be lifted from our age.



# OPENING OF THE NAZI AIR OFFENSIVE: COUNTER-BOMBING BY THE R.A.F.

*Air War During June and July, 1940: Sirens Sound in London—Two Months of Daily Attacks—Our Bomber Squadrons Strike—The Dortmund-Ems Canal—Bombs on the Ruhr—Incessant Attacks on Hamm—Work of the Coastal Command—Nazi Raids on Convoys—Fleet Air Arm Bombs Kiel—Mediterranean Incidents—Malta Stands Fast—Poor Performance of the Regia Aeronautica*

**A**FTER the capitulation of France it was anticipated in many quarters that the full force of the Luftwaffe would be thrown immediately against England. The fine weather which for weeks had been in Hitler's favour continued, and Britain stood ready for the long-expected assault.

In those critical weeks of June the enemy carried out widespread and heavy attacks at night over Britain, but these were not on the scale which many had visualized. On the night of June 24-25 the sirens sounded in London for the first time since September, 1939. From that date until the end of July Air Ministry communiqués reported enemy day and night attacks practically every day. Then, as now, the bombing for the most part appeared

to be indiscriminate and futile, and it is obvious that one purpose of these raids was the undermining of the morale of the British public. Further evidence that this was the case was provided by the enemy in using "screaming" bombs, those missiles which he had found so effective in striking terror into the Belgian, Dutch and French peasantry in the past. There were cases, too, of machine-gunning civilians from the air. All these efforts of frightfulness were in vain. The people of Britain were angered; they were whipped into a mood of keener awareness and preparedness. But they were not cowed.

Meanwhile, the striking power of the R.A.F. Bomber Command was being geared up, and after that long period in the opening phase of the war when operations were restricted to reconnaissance flights and "leaflet" raids over Germany, the enemy was feeling the growing force of the British air arm.

By July 31 the Bomber Command had carried out, during a period of three months, 258 attacks on military objectives, including harbours, ammunition dumps, and docks; 258 against enemy aerodromes and seaplane bases; and 275 against railways, canals, strategic roads and marshalling yards. There were also 61 raids on industrial centres, and in all over 1,000 attacks were made on Germany and territory occupied by the enemy.

One of the outstanding raids was that carried out on the Dortmund-Ems Canal. Here, as in other raids, meticulous care was taken in the preparations. Reconnaissance aircraft had previously made flights over the area; the Bomber Command had in its possession first-hand details and photographs of

the canal, and the disposition of ground defences for many miles around it. From these, scale models were made, and the pilots and crews of the Handley-Page Hampden bombers selected for the initial attack studied them so as to familiarize themselves with the target area.

This preparatory work was essential, since the Dortmund-Ems Canal at the



## SHELTERS SAVED THOUSANDS

Corrugated steel Anderson shelters were distributed free to working class householders. Installed in back gardens they saved many lives. Photo shows a woman being helped up from a shelter after a bomb had wrecked the adjacent bungalow.

*Photo, Keystone*

spot selected for the assault had few distinguishing features. How useful these preliminaries were was vouched for by the pilots who later made the attack: without the photographs and models, they said, it would have been extremely difficult to pin-point the target.

The first raid was carried out on a bright moonlight night, when bombs were dropped on the aqueduct, the canal embankment, side ponds and safety gates. The enemy, fully aware of the vulnerability of the waterway at the point, had established a very large number of A.A. batteries and searchlights all round the aqueduct, but in spite of intense opposition the Hampdens pressed home their attack. How completely successful it had been was shown in photographs taken from the air on the following day. In the aqueduct there was no water to be seen,



## WEAPON OF NAZI FIRE-RAISERS

Thousands of 1-kilogramme incendiaries like that at the right were dropped by Nazi raiders during the summer of 1940 and after. Many fell in open ground and their tails were collected (above) for scrap.

*Photos, British Official: Crown Copyright; Fox*





was bombed again and again. This target with its 40 tracks was undoubtedly one of greatest importance, for a vast amount of coal, iron ore, steel and timber passed through en route for munition factories in Eastern Germany and elsewhere. Marshalling yards at Mannheim, Gremburg, Soest, Wanne-Eickel and Schwerte, oil refineries at Gelsenkirchen, Hamburg, Misburg, Emmerich and Bremen, and aircraft factories at Kassel, Deichshausen, and Bremen were among many other objectives bombed by British airmen during July, 1940.

smash up concentrations of barges, tugs and other vessels; day after day they went out and returned with reports and photographs of their work, and bearing with them evidence of the enemy's intentions—which, as subsequent events conclusively proved, were the invasion of Britain. Over Norway and along the Norwegian coast our aircraft did valuable and hazardous work. By July 6 the whole of Germany's coastline and that of Norway had been sealed with mines dropped by the R.A.F. For twelve weeks Bomber Command squadrons had crossed the North Sea every night to carry out this task.

The air war over the sea around Great Britain grew more intense and more widespread. The enemy, having achieved great success with his Ju 87 dive-bombers in the "Battle of France," was confident that these same machines

would prove as effective against our ships. The first large-scale attack on British shipping occurred on July 10, when dive-bombers (said to number a hundred) made a concerted attack on a convoy off the S.E. coast (see pp. 1058-9). Yet, in spite of their numbers, the enemy failed to obtain one hit.

and many barges were shown lying in the mud of the canal, while their cargoes were being unloaded into nearby fields.

This raid, and many others which followed it, were part of the plan of the Bomber Command to strike at all enemy communications wherever and whenever possible. The canals of Germany were very extensively used for the transport of goods, and it was calculated that by striking at vulnerable points of these waterways, such as lock gates, power houses, ship-lifts and aqueducts, the system could be seriously disrupted. The Nazis, for their part, employed special units of the German Labour Corps to repair the damage done by R.A.F. raids, so that it was a continual duel between the bombers and repair parties.

German railways, too, were attacked with increasing intensity by British bombers during the weeks following the collapse of France. The huge marshalling yard at Hamm in the Ruhr District



#### AIR OFFENSIVE AGAINST BRITAIN

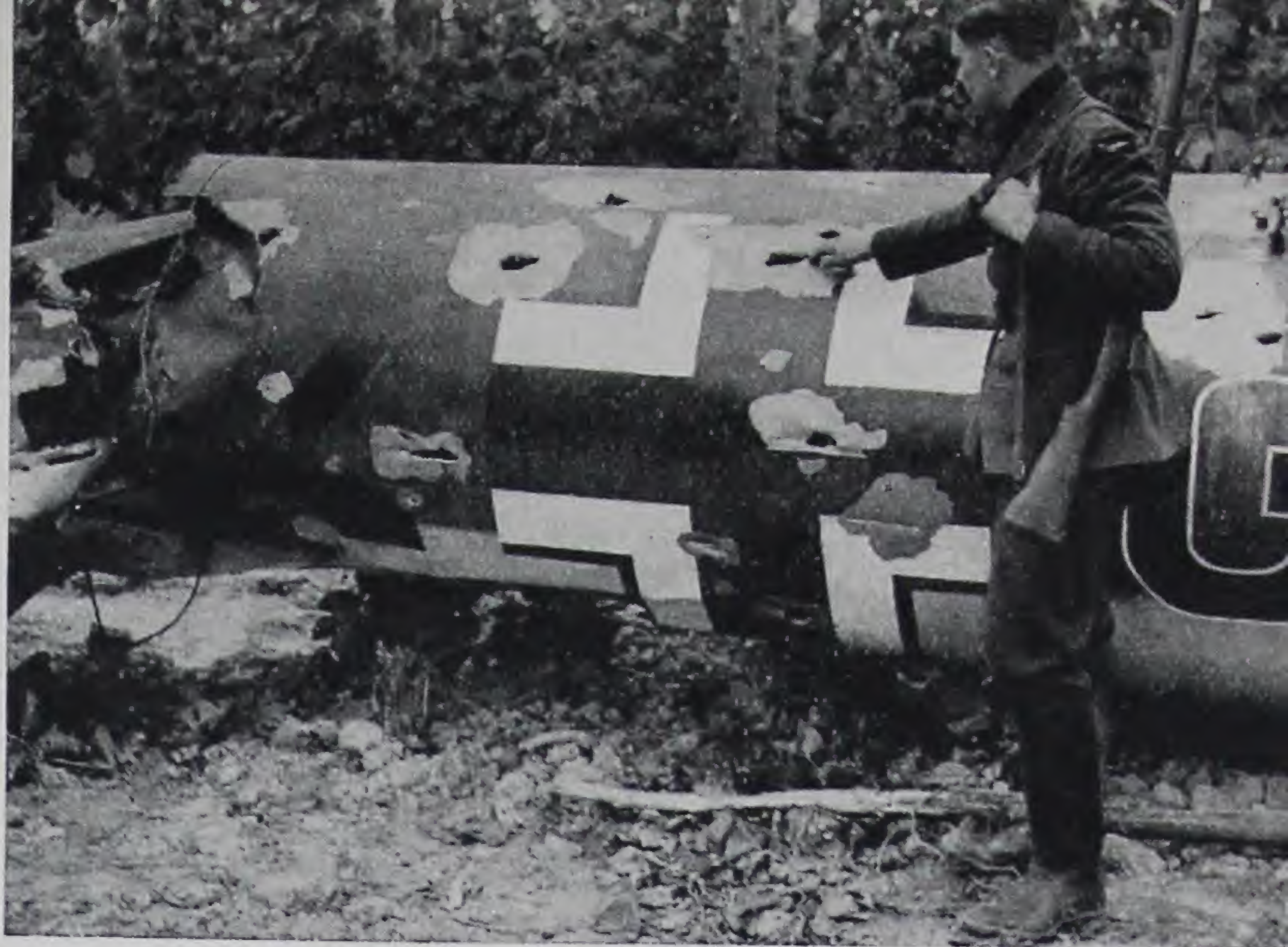
After the middle of June, 1940, Nazi bombers raided Britain more frequently, and on July 1 they began to come over in daylight. These photographs show the parish church of Dibden, on Southampton Water, gutted after a bomb had fallen (June 18-19); an injured survivor from a Dornier bomber brought down in flames in mid-July; and a rescue party at work after a raid on Dover at the end of that month.

*Photos, Topical Press; "Daily Mirror;" Planet News*

But in addition to these raids on Germany itself, the Bomber Command and Coastal Command were busy over occupied territory in that eventful month of tense developments. Day after day Bristol Blenheims swept down over ports, canals and harbours in Holland, Belgium and France to



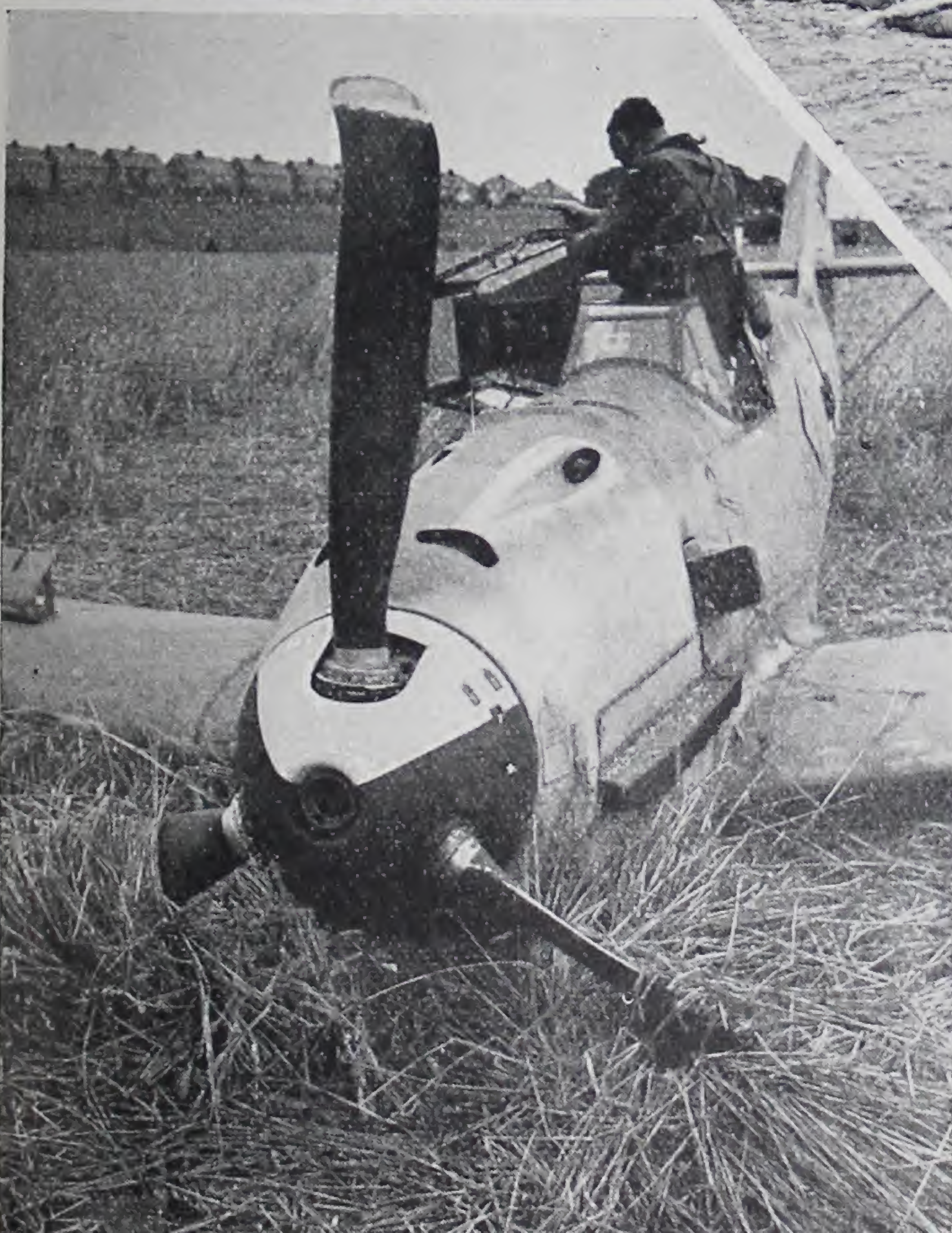




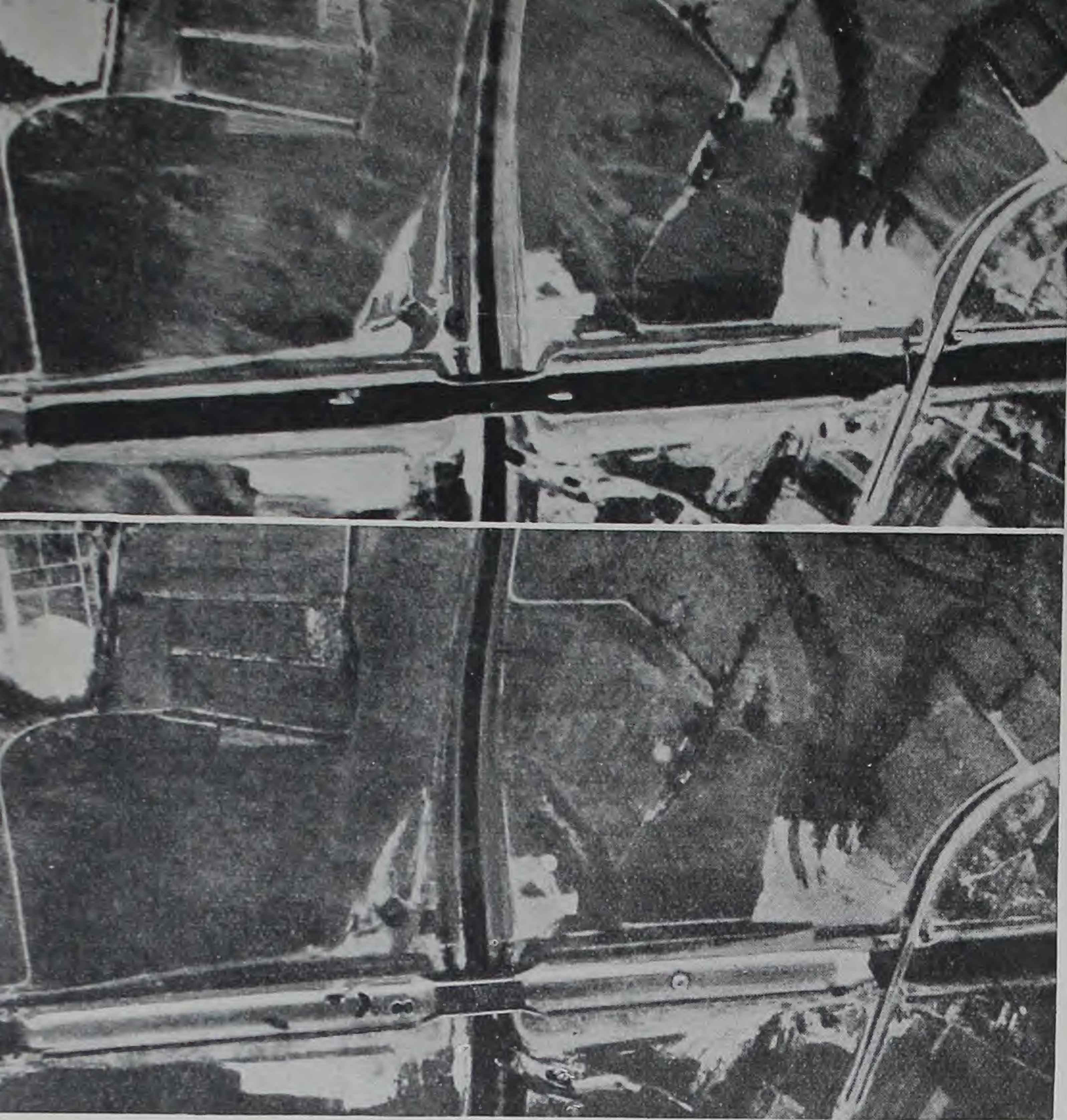
### NAZI RAIDERS DESTROYED IN BRITAIN

Gigantic scrap heaps were needed to accommodate German aircraft shot down during the summer of 1940. Here are seen some of the casualties: top, left, near Ramsgate (June 18-19); above, a bullet-riddled Dornier Do 17 (July 3); immediately below, a Me 110 fighter-bomber (end of July); lower left, a Me 109 fighter shot down on the S.E. coast in June; lower right, a bomber which crashed in Suffolk, June 8.

*Photos, "Daily Mirror"; Planet News; G.P.U.; Keystone*







#### THE CANAL THEY DESTROYED

Three bombing attacks were made on the Dortmund-Ems Canal during June, 1940, three in July and one in August. The photographs left show the aqueduct over the Ems before and after one of our July raids : the lower picture reveals it empty of water, with bomb craters in its bed. For his accurate low-bombing attack on this objective during August, Flight-Lieut. Learoyd (above) was awarded the V.C. Below is a street in Hanover after an R.A.F. raid.

*Photos, British Official : Crown Copyright ; P.N.A. ; Associated Press*





But ten German aircraft were lost and were seen to plunge into the sea as a result of accurate fire from A.A. guns on some of the vessels and the work of R.A.F. fighters.

True to tradition, the Germans repeated these attempts again and again in spite of their lack of success and their own losses. Flying over the North Sea, Nazi airmen began to attack every unescorted vessel they could find. They would dive down and machine-gun the decks of trawlers, fishing smacks and lightships. There was at least one instance reported in which an R.A.F. motor-boat engaged in rescuing the crew of a wrecked German aeroplane was blindly gunned. A counter-measure was quickly instituted: fishing vessels and other small craft were equipped with Lewis guns, and immediately afterwards a considerable number of attackers were shot down. Messerschmitt Me 110s were used extensively in these attacks, and on one occasion four were intercepted by a Coastal Command Avro Anson. Though greatly inferior in speed and armament, this reconnaissance monoplane shot down one of the enemy.

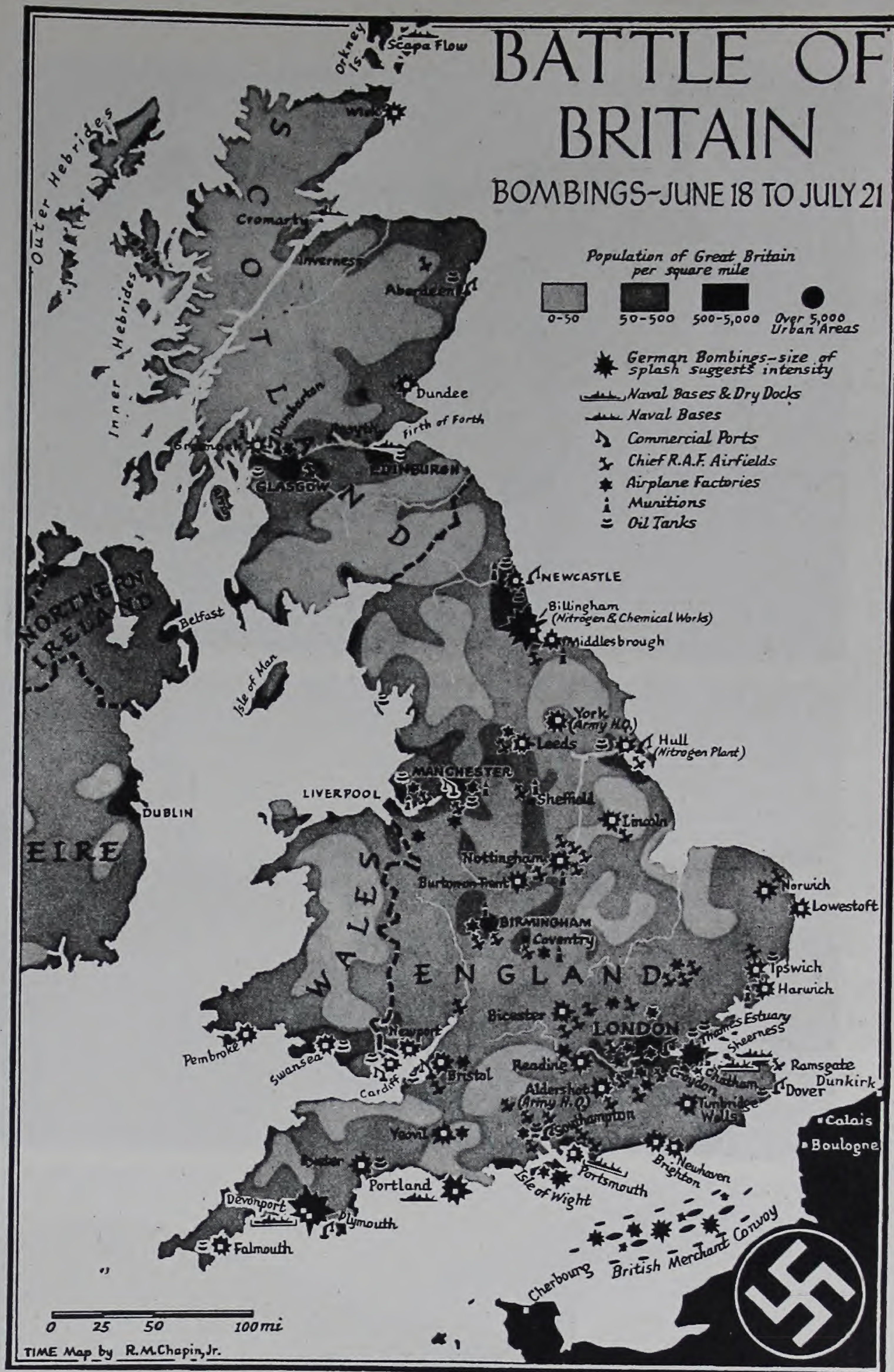
The Coastal Command squadrons which had done such fine work in the early months of the war, often in appalling weather conditions, continued

Coastal Command Exploits to operate with magnificent effectiveness. The Short Sunderland four-engined flying

boats, with their range of 2,880 miles, were constantly at work far out over the Atlantic and the North Sea seeking out U-boats and attacking them with bombs.

There were occasions, too, when these huge machines revealed their power to attack and beat enemy aeroplanes, so disproving the theory that the ultra-large, unwieldy aircraft makes a poor showing in battle. The Sunderland's ability to protect itself in combat was clearly due to its well-disposed armament. With a gun turret in the nose and in the tail, and with two gun positions amidships, its crew of six had an unusually fine field of fire.

In several actions over enemy-occupied territory the Coastal Command worked in close cooperation with the Fleet Air Arm. On July 2 R.A.F. and F.A.A. aircraft carried out a combined attack on the aerodrome near Rotterdam and on Nazi barges in the canals, doing heavy damage. And on the same day a report was made available of a successful attack on the Kiel naval base, where the battleship "Scharnhorst" and a floating dock were bombed (see illus. p. 1089). It was in



### A NAZI VERSION OF THE EARLY ATTACKS ON BRITAIN

Reproduced from the American magazine "Time," and compiled solely from information obtained from enemy sources, this map can be taken as showing Nazi aims in the Luftwaffe's attacks during the period June 18—July 21 before the intense attacks of August and September, which came to be known officially as the Battle of Britain.

July that the Fleet Air Arm's fighter-dive-bomber, the Blackburn Skua, came into prominence. Aircraft of this type (a low-wing monoplane powered with a Bristol Perseus engine of 905 h.p.) were employed in a daring attack on Bergen (see illus. p. 1131).

As the air war over Britain and Germany, over the Atlantic, the North Sea and the Channel became more

violent, so did air action accelerate over the Mediterranean. Mussolini's much-vaunted Regia Aeronautica made repeated but ineffective raids on Malta, and Aden and Alexandria were bombed. On June 29 a minor sensation was created when Reuter stated that Marshal Balbo, Governor-General of Libya, had been killed in an air fight over Tobruk on the previous day. There were ten

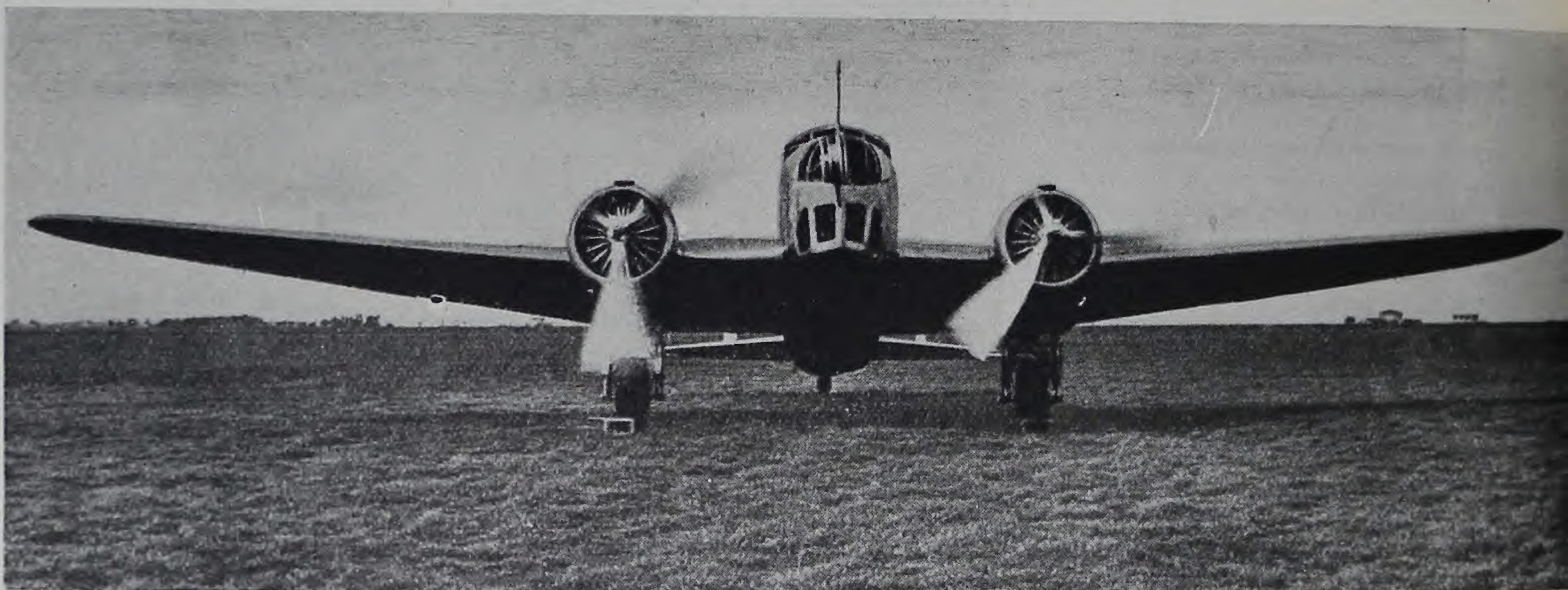




others in his aeroplane, which crashed in flames. The Italians reported that the Marshal was vanquished by an R.A.F. pilot in combat, but a Foreign Office statement revealed that investigations had been made and had conclusively proved that no British aircraft had been concerned in Balbo's death. The statement added: "His death in an unexplained aeroplane disaster recalls similar accidents in the past, in particular the death at Warsaw of General von Fritsch, the opponent of Hitler's home and foreign policy."

Over Libya, notably at Tobruk and Sidi Barrani, Blenheim bombers and Gladiator biplane fighters were constantly meeting Italian squadrons, and on every occasion the British airmen showed their superiority, though they were nearly always outnumbered.

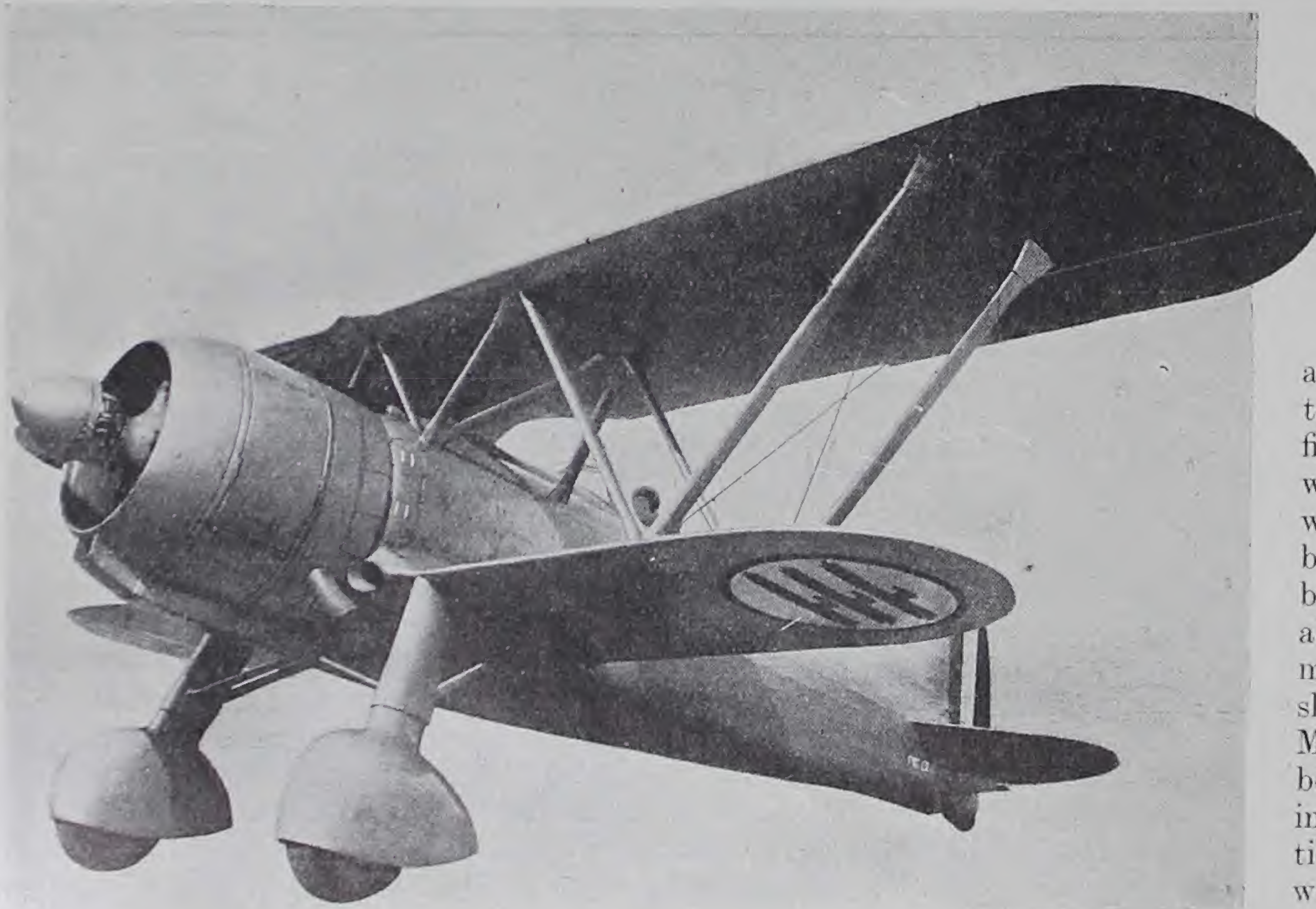
The poor display of Italian pilots, a feature of the air war in the Middle East



#### OPPOSED R.A.F. IN LIBYA

The Savoia-Marchetti S-79 bomber (top) has a range of over 1,000 miles and a top speed of 270 m.p.h. The Fiat BR-20 (centre), steel armoured and having a speed of some 30 m.p.h. more, is one of the most efficient of Mussolini's bombers. Below is shown the Fiat CR-42 fighter, a biplane much used in Libya, with a speed of 270 m.p.h.

*Photos, Camera Talks; Keystone; "Flight"*

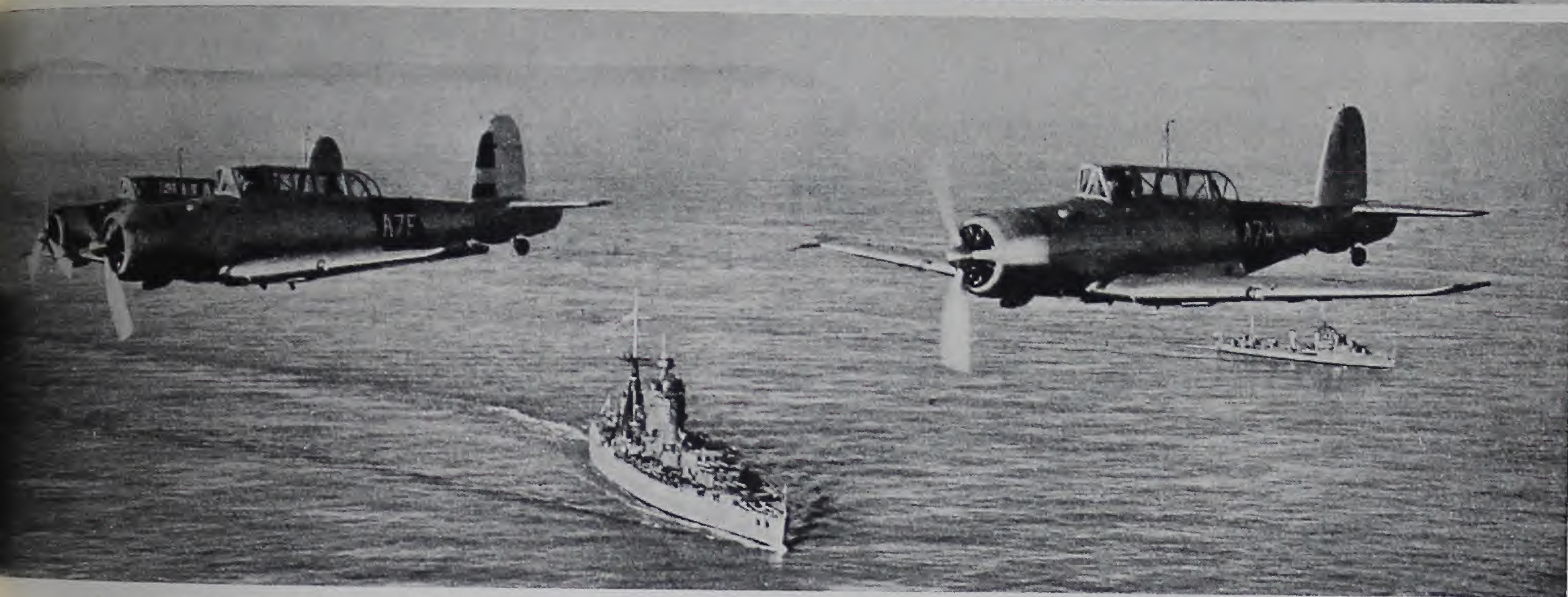


at this period, can be attributed largely to their equipment. Their standard fighter was the Fiat CR-42, a biplane with a performance and armament wholly inadequate even when opposed by the obsolescent Gloster Gladiator biplane. The CR-42 had good manoeuvrability but its top speed was only 270 m.p.h. and it was armed with two slow-firing machine-guns. The Savoia-Marchetti S-79 and the Fiat BR-20 bombers, many of which were destroyed in Libya, were machines of no exceptional performance, though they were well built and moderately well armed.



By June 30, 1940, Malta had been raided 50 times. By July 3 the Italians had lost 60 aircraft in the Middle East, and a further 25 probably destroyed in air combats and on the ground.

Over the Mediterranean the Fleet Air Arm was constantly in action during July. Naval Swordfish aircraft attacked enemy warships in the harbour at Tobruk and at Augusta in Sicily. They also bombed an Italian aerodrome at Cagliari, Sardinia. In these operations the R.A.F. and F.A.A. displayed a marked superiority in fighting spirit and equipment. It was the same at home. During the period June 18–August 5 the Germans lost 307 aircraft in raids on Britain, while the R.A.F. losses were 172. From June 15 until July 15 the Nazis dropped 7,000 bombs on England, while the R.A.F. dropped 33,000 on Germany and Nazi-occupied territory. These raids, on both sides, were but



#### IN ACTION AGAINST ITALY

Top, a Handley Page Hampden is seen against the dawn sky as it returns from a raid on Berlin. The Bristol Blenheim Mk. IV high-speed fighter-bomber (right) did fine work in the Middle East, as well as nearer home. Blackburn Skuas (centre, flying over H.M.S. 'Nelson') were largely employed by the Fleet Air Arm.

Photos, British Official : Crown Copyright ;  
C. E. Brown ; Keystone



a prelude to air actions that followed. Progressively the enemy was throwing more fighters and more bombers against Britain, and in the Middle East the Italians were showing a steady increase of activity. Outnumbered on all fronts, the R.A.F. nevertheless struck hard and often, and more than held its own in daytime defence. But with the threat of invasion growing ever more imminent, and Britain's hold in the air still in the balance, the most urgent need was for more machines, more pilots and more crews.



# ITALY AT WAR: FIRST RESULTS OF MUSSOLINI'S BLUNDERS

*Brief 'Campaign' Against France—Crippling Blows by the R.A.F. in Libya—The 'Moonstone's' Prize—Brush in the Ionian Sea—H.M.A.S. 'Sydney' destroys the 'Bartolomeo Colleoni'—Effect of French Collapse: British Forces Draw Back from the Frontiers in Libya, Sudan and Kenya: Abandonment of British Moyale; Capture of Gallabat and Kassala—Italian Invasion of Somaliland—The Evacuation from Berbera*

FOR nine months Britain and France had been at war with Germany. Now, when France was reeling beneath the hammer blows of Hitler's armoured columns, when the fate of the Battle of France was already decided, and when it seemed beyond a doubt that when France collapsed

the air and is burning in Italian hearts from the Alps to the Indian Ocean—to conquer."

Mussolini dreamed of a war that was to be short and sharp. Already he tasted in anticipation the cup of victory, and the taste was sweet. He expected that his soldiers would have to do

able. A few villages were occupied, there was what Mussolini described as a "hard and bloody" battle with "thousands of casualties," and, to quote the Rome wireless commentator, "after several days of tireless fighting against enormous odds, our gallant troops entered the fortified town of Mentone" (see page 981). But soon after midnight on June 25 the fighting—the Italian Britain's accounts were beyond a First Blows doubt grossly exaggerated—was ended by the Franco-Italian Armistice (see page 1021). Italy's war with France was at an end; not so, however, her war with Britain.

To Mussolini's surprise, chagrin, increasing disgust and, eventually (we may well believe), consternation, Britain not only kept on fighting, but, as the weeks passed, increased the weight of her blows.

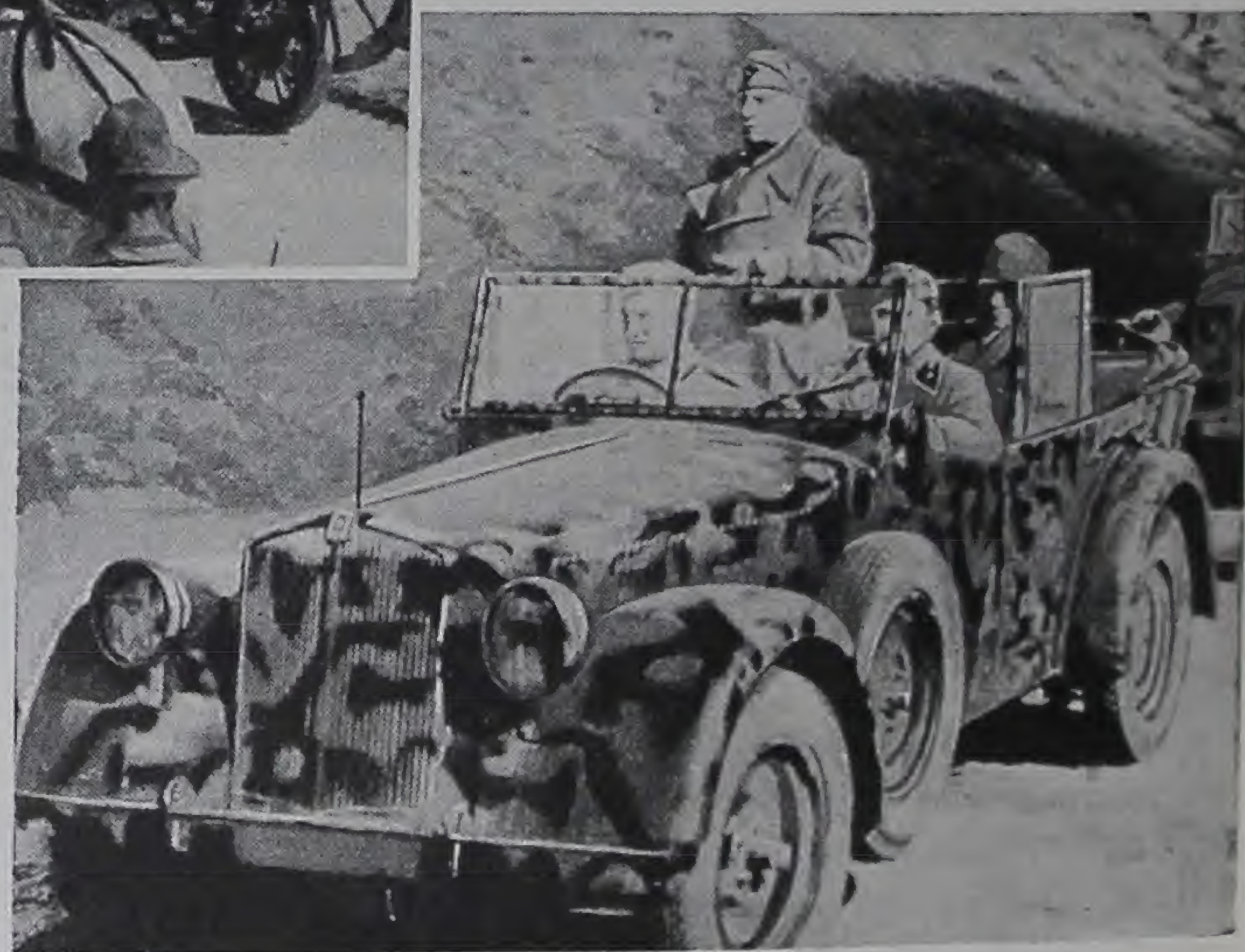
At the very beginning of the struggle the British showed little sign of being sterile or decadent—to mention just



## MUSSOLINI VISITS THE 'BATTLE' FRONT

After the way to a bloodless advance had been opened by the collapse of France before German armies at the end of June, 1940, Italian troops entered French territory, and are seen here in the French Riviera. Right, Mussolini, with Marshal Badoglio, made a tour of the Alpine Front.

*Photos, E.N.A.; Associated Press*



Britain's downfall could not be long delayed—at that fateful hour Mussolini decided that the time had come for Italy to play jackal to Germany's wolf. So at six o'clock on the evening of June 10 he appeared on the balcony of the Palazzo Venezia in Rome, and in a mood of roaring bellicosity bellowed out the news that a declaration of war had been handed to the ambassadors of Britain and France, "those plutocratic and reactionary democracies of the west," as he styled them. "Proletarian and Fascist Italy is on her feet," he shouted. "We have only one watchword. This word is already in

little or no fighting, and that his fleet would be able to dominate a Mediterranean from which Britain's warships had been withdrawn to defend her beleaguered isles. Even after a state of war came into being between France and Italy it was ten days before the Italian troops crossed the frontier in the Alps, and even then, opposed though they were to the army of an almost prostrate nation, their progress was inconsider-

two of the many derogatory adjectives with which Fascist mouths were then filled. As we have seen, ten days elapsed between Italy's declaration of war against France and the delivery of the first Italian attack in the Alps. Not as many hours had elapsed before Britain delivered her first blows on





### SWIFT ACTION AGAINST ITALY

Though strategy later dictated a slower pace, Britain was swift to move against the Italians in Libya. On June 14, 1940, Fort Maddelena (right) was captured, and the photograph below shows a British shell bursting there. Some of the war material taken by our troops in operations at about this date is seen above; below, right, are native prisoners under British guard.

*Photos, British Paramount News; Movietone and Gaumont Newsreel.*







#### LESSON LEARNT FROM NAZIS

After Italy entered the war she seized British and French ships in Italian ports. Many of her own merchant ships in Allied ports were scuttled, as this one at Gibraltar.

*Photo, Sport and General*

her newly-declared enemy. At dawn on the very first day of the war (Tuesday, June 11) the R.A.F., so it was announced in Cairo that evening, carried out bombing attacks on concentrations of enemy bombing aircraft, petrol depots, and bomb dumps, located at Italian military aerodromes in East Libya and Italian East Africa. The aerodromes attacked in East Libya were the principal Italian air bases threatening Egypt and the east part of the Libyan Desert, while those in East Africa were the main Italian air bases threatening our Red Sea communications and the Sudan. Then at dawn on June 12 Tobruk, the principal Italian naval base in Libya, was subjected to air and sea bombardment, extensive damage being caused to a number of enemy vessels, including the cruiser "San Giorgio" (see illus. page 1087), which was set on fire, and two submarines. The R.A.F. shared the glory of these first offensive strokes with their comrades of the South African Air Force, whose heavy bombers that same first morning of the war raided Italian Moyale on the Kenya-Abyssinian frontier, and sub-

jected a number of military objectives to heavy bombing. The Italian Regia Aeronautica retaliated by bombing British Moyale and by a series of air raids on Malta, which soon became one of the most frequently bombed outposts of the British Empire. Aden, too, had its baptism of fire on June 12.

"As a result of these initial strokes, Italy's striking power in the Middle East," declared Air Vice Marshal Sir Archibald Longmore, Commander-in-Chief, Middle East Command of the R.A.F., "was crippled, the Italian aircraft and ground defences having been taken by surprise by the swiftness of the attacks."

In North-East Africa Italian aircraft bombed Sollum, Sidi Barrani, and Mersa Matruh—all in Egyptian territory. On land the first operations took place on the Libyan frontier in the early hours of June 13, when a British armoured patrol crossed the frontier from Egypt, and surprised and captured an Italian outpost.

A day or two later there was an encounter in the desert south-east of Sollum, in which a number of Italian tanks were ambushed by a British force; 12 enemy tanks were captured, together with seven guns and 600 prisoners. Before the month was out British troops operating from their base in Egypt were reported to be in control of some 3,500 square miles of Italian Libya; for 150 miles from the Mediterranean coast to below Jarabub they pushed out their armoured patrols, which ranged here and there across the

desert, seeking to probe the Italian defences and to harass the force which Marshal Balbo was believed to be assembling in preparation for the much-advertised march into Egypt.

On the sea, too, Britain was swift to strike. The war was not a day old when Mr. Attlee rose to announce in the House of Commons that already 14 Italian ships had been seized, ten others were in British ports, and three "on the best German model" had been scuttled. With relentless vigour the Italian ships were rapidly cleared from the western basin of the Mediterranean, while even in the eastern the enemy's prospects were far from rosy, what with the challenge to her communications in Albania, Libya and the Dodecanese Islands thrown out by Admiral Cunningham's powerful fleet at Alexandria.

In the first week of war four Italian submarines were destroyed, and at the beginning of July it was announced that 14 had met their doom in 20 days. On the other hand, the Italians could claim the sinking by one of their submarines of H.M. cruiser "Calypso", whose loss was announced by the Admiralty on June 15.

Many of the enemysubmarines were destroyed by flying-boats attached to the Middle East Command, but one, Galileo Galilei (photographs, pp. 1081 and 1093)

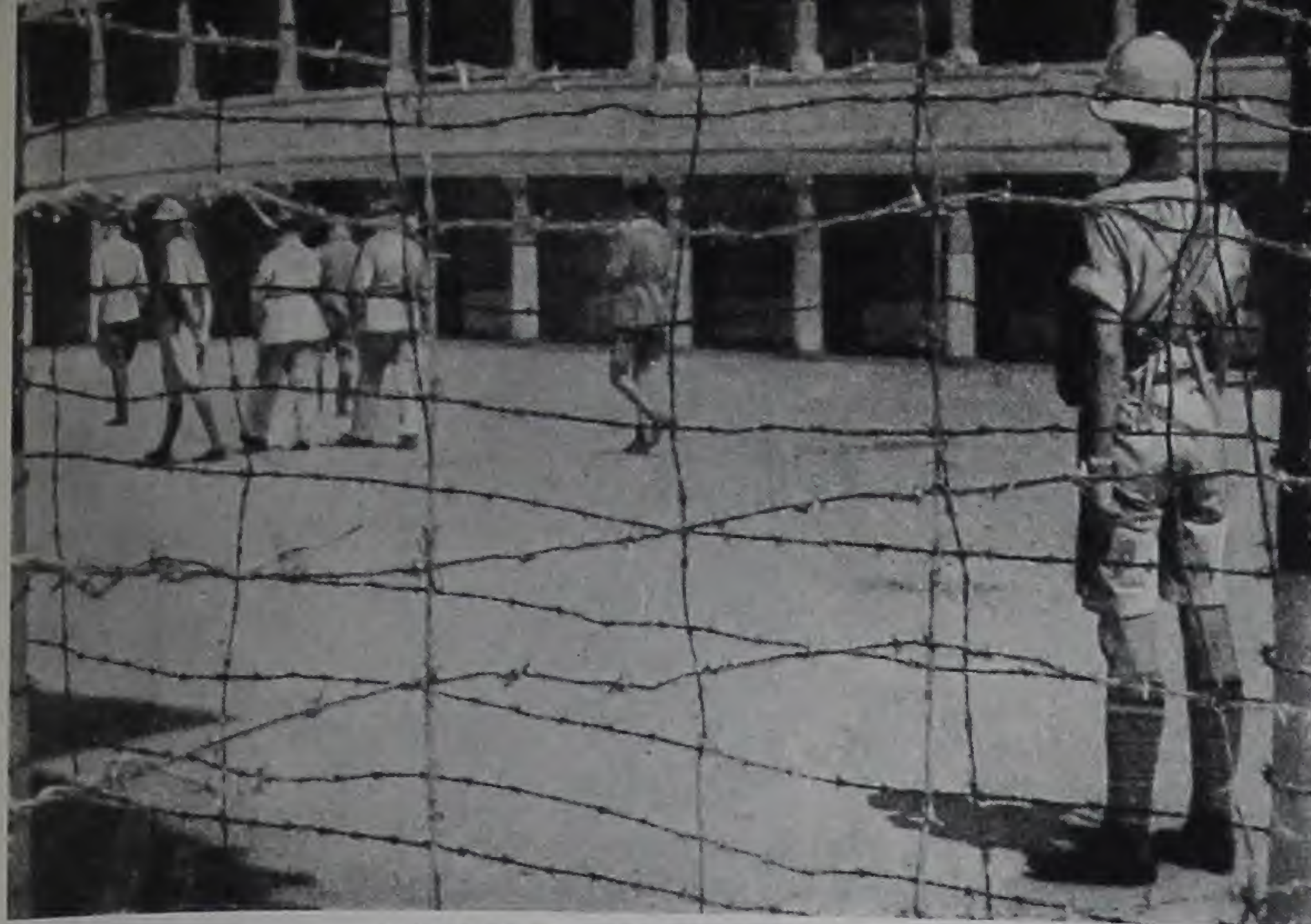


#### THE MYSTERY OF MARSHAL BALBO

An Italian announcement stated that Marshal Balbo had been killed during an air battle over Libya on the evening of June 28, 1940; later information gave Tobruk as the locality. But there had been no combat involving British aircraft at that time and place, and so the matter became a mystery. Above, the funeral procession in Tripoli (portrait of Balbo, inset).

*Photos, Associated Press; Keystone*





## ASPECTS OF EARLY WAR IN LIBYA

Though the French defection made a withdrawal from the Libyan-Egyptian frontier inevitable, for two months all the fighting was on the Italian side of the border. Some of our prisoners are seen above, left. Right, British soldiers digging out survivors after Italians had bombed a desert dug-out.

*Photos, Movietone Newsreel; British Paramount News*

was captured by one of our naval trawlers. (The story is told in Chapter 104, where are fuller details of the naval side of the war with Italy.) Then on July 9

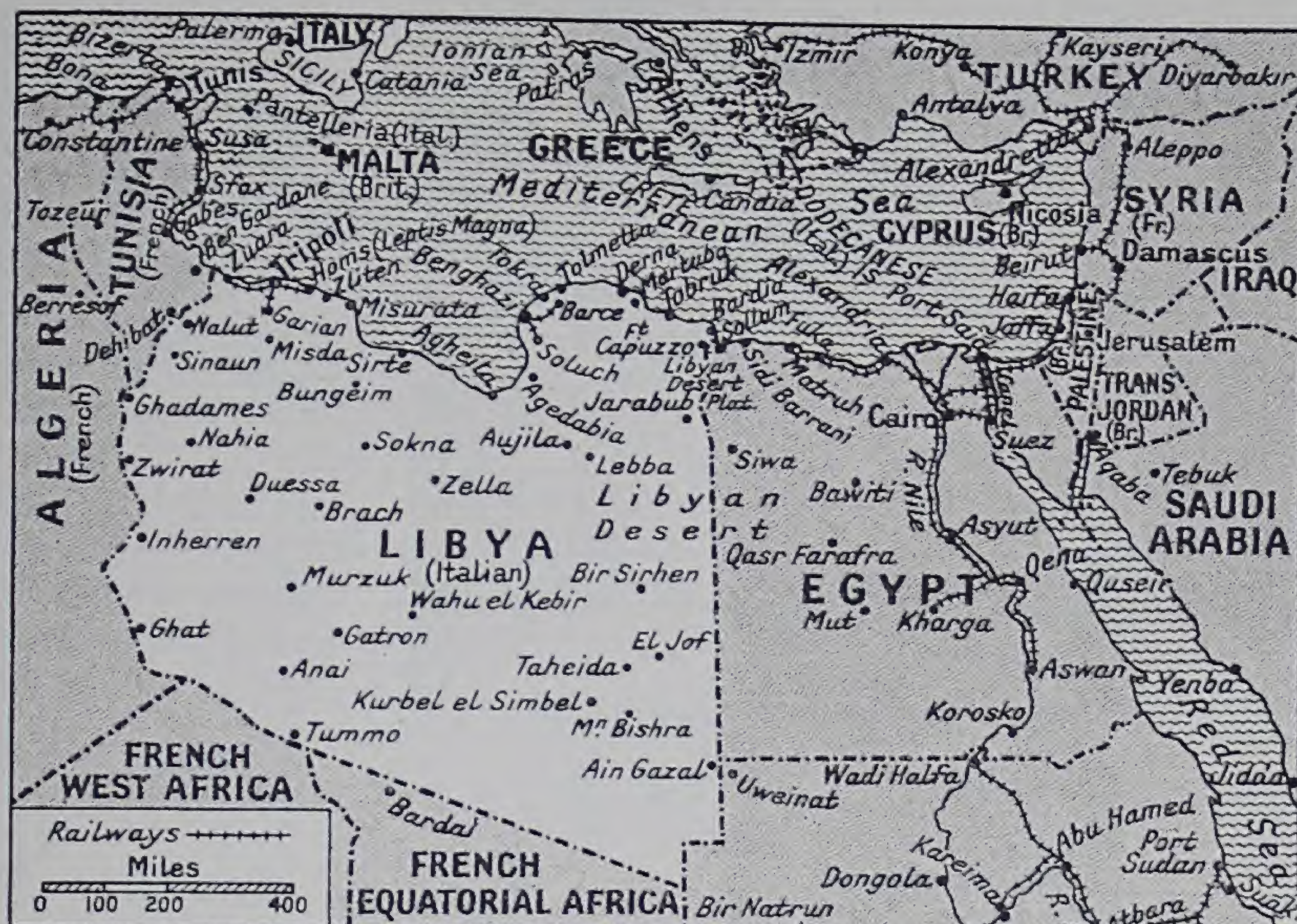
there was a skirmish between the battle fleets. Admiral Cunningham, Commander-in-Chief in the Mediterranean, had ordered a sweep of both the western and eastern basins with a view to discovering the whereabouts of Mussolini's navy and, if possible, of bringing it to battle. One force, based at Gibraltar, including H.M.S. "Hood" and H.M.S. "Ark Royal," carried out a sweep towards the central Mediterranean, and although it encountered heavy air attacks by

Italian bombers, it met with no opposition from the enemy's surface ships. Simultaneously, another force (under Admiral Cunningham himself) was conducting a similar reconnaissance in the Ionian Sea to the west of Crete, and during the morning of July 9 it sighted an enemy force, consisting of two battleships, a large number of cruisers and some 25 destroyers. Early in the afternoon contact was established by the two forces, but after a brief period of intense fire the Italian ships made off to their bases as soon as they came within extreme range of the British battleships. They were pursued until the coast of Italy came within sight,

and one of the Italian battleships was hit and a submarine and the destroyer "Zeffiro" were sunk (see map and photographs in page 1091). Extravagant

accompanied by a small destroyer force, tackled two Italian cruisers north-west of Crete. The enemy ships endeavoured to escape to the south-west, but the "Sydney's" fire was so accurate that one of them, the six-inch-gun cruiser "Bartolomeo Colleoni," was hit in a vital spot (see photograph in page 1082) and forced to reduce speed, after which British destroyers sent her to the bottom. The second cruiser received several hits in the chase, but her superior speed saved her from a like fate.

The collapse of France entirely altered the military outlook in the Middle East, where British forces were under the command of Major-General Sir Archibald Wavell. General Wavell had counted upon the support of French forces (much superior in number to the British Imperial troops) for the coming offensive against Italy in North and



### ITALY'S OVERSEA TERRITORIES

This map shows the colonies of Italy at the outbreak of the Second Great War, and covers the regions dealt with in the present chapter.

claims were made by Mussolini—an aircraft carrier had been "rendered motionless" by a bomb and "one ship, probably a battleship, was sunk"; but, in fact, no hits were made by bomb or shell on the British ships.

Ten days later came the news of another British success against the Italian fleet. About 7.30 a.m. on July 19 H.M.A.S. "Sydney,"



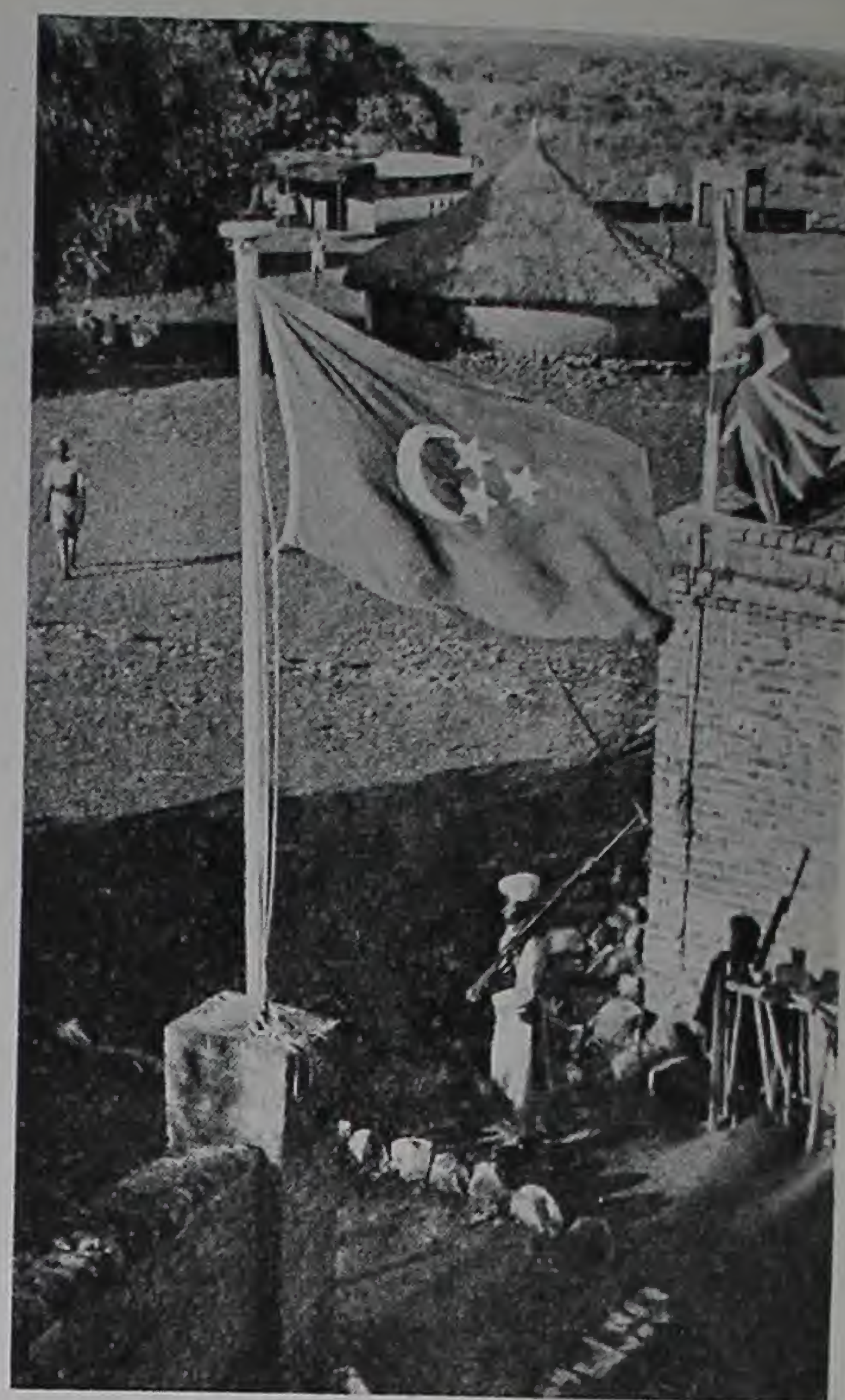


East Africa, and when the French defeat took away all hope of such support it became imperative for our troops to be withdrawn from the political borders to back lines of greater strategic value. Thus, on the eastern frontier of the Sudan and the northern frontier of Kenya ground was relinquished to the enemy, and a similar strategic withdrawal took place also in Libya.

While in North Africa the Italians proceeded with their preparations for the invasion of Egypt—they were now under the command of Marshal Graziani, for Marshal Balbo had died in mysterious circumstances when his plane crashed over Tobruk on June 28—some 1,500 miles to the south there was launched an offensive against the British positions in the Sudan and Kenya. The first objective was British

frontier post was hailed as a momentous victory; but with far more reason the Italians could congratulate themselves on their occupation on July 3 of the Sudanese town of Kassala, near the frontier of Eritrea, for Kassala was a town of some importance, with a population of 6,000 and a station on the railway linking Khartoum with Port Sudan on the Red Sea; thus one of the most important of the British lines of communication in that region was temporarily cut. On the same day Gallabat, on the frontier but 175 miles farther to the south, was captured by the Italians; and four days later Kurmuk, 220 miles to the south-west of Gallabat beyond the Blue Nile, shared the same fate.

These captures were taken to herald the opening of a campaign of imperial



#### BEFORE GALLABAT FELL

The frontier post of Gallabat, in the Sudan, near the Abyssinian border, was occupied by Italian troops on July 3, 1940. Above, while still in British hands, the Union Jack and the Egyptian flag fly side by side on Gallabat fort.

*Photo, Wide World*



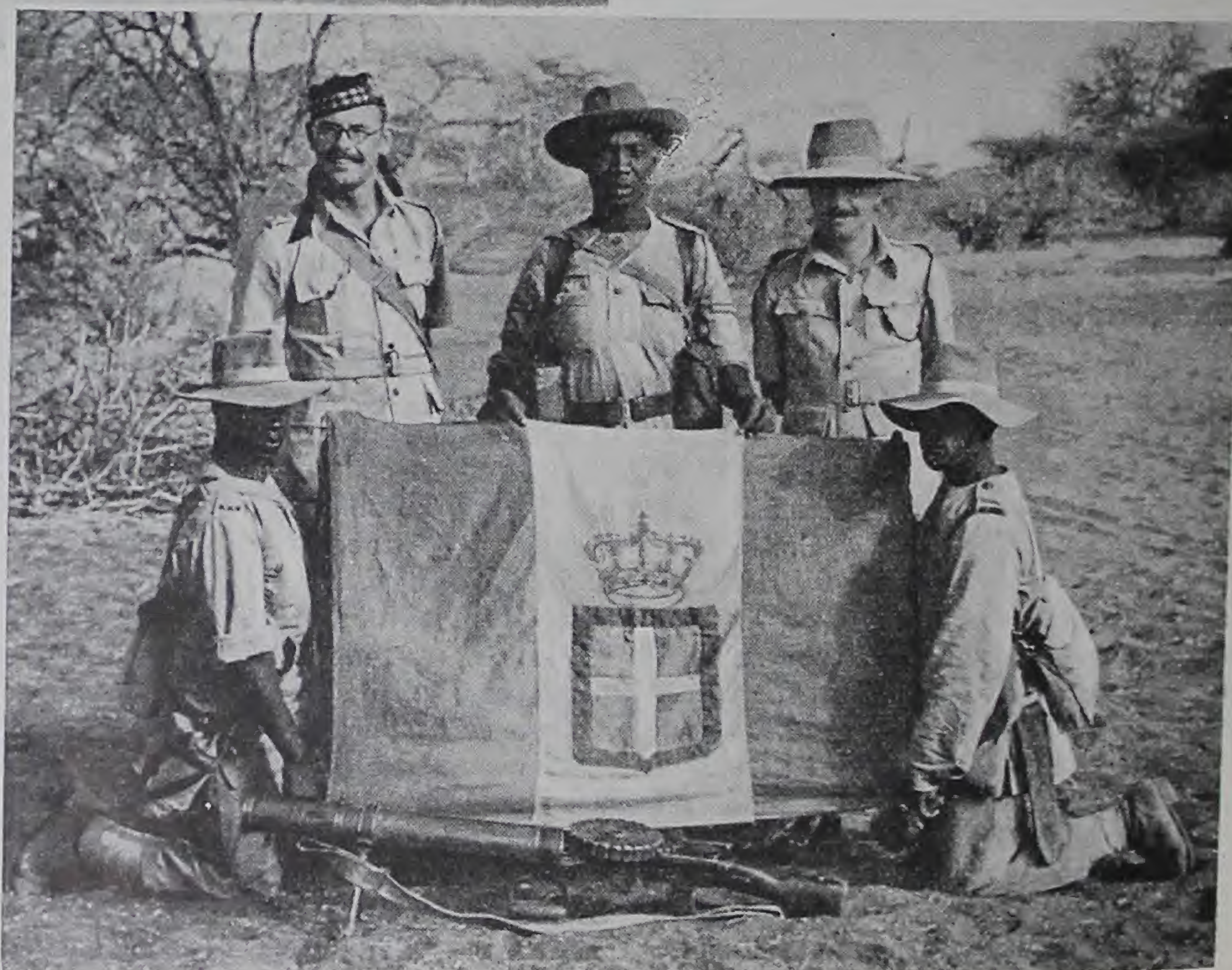
#### OUTPOST ON KENYA BORDER

The same reasons that enforced a withdrawal elsewhere in the Middle East, after the collapse of French support, brought about the abandonment of British Moyale, on the Kenya-Abyssinia border, early in July, 1940. Above, Moyale Fort; right, an Italian flag captured at El Wak. Captain D. J. N. C. Henderson (wearing Glengarry) commanded a company of King's African Rifles which held Moyale for some days against overwhelming numbers of the enemy.

*Right-hand photo: British Official*

Moyale, against which an attack was delivered on June 28. This was driven off, but the Italians attacked again on July 1 and the following day; again there was a successful counter-attack by the little garrison of the King's African Rifles. On July 5 and again on July 9 the fort was heavily shelled, and finally on the night of July 14 the defenders were withdrawn to join the relief force which had made their withdrawal possible.

In Italy the capture of this little







Field Force and the South African Air Force, who had taken up their positions in Kenya before war began. Outnumbered as they were at the beginning of the struggle, the defenders put up a magnificent show, and ere long they were able to assume the offensive, recapture the slight gains which the Italians had made, and carry the war into the enemy's country.

That day had not yet arrived, however, and before it could dawn the Italians were able to boast of the conquest of one of Britain's colonial possessions. On August 4 a considerable Italian force invaded British Somaliland from Abyssinia. They crossed the frontier in three columns, aiming at the towns, or rather collections of huts,

Hargeisa. The British fought a delaying action and inflicted severe casualties on the enemy before they withdrew into the interior; their own losses were inconsiderable. Oadweina was taken by the invaders on August 6, their advance being harassed by a small motorized force of the Somaliland Camel Corps.

After the capture of their first objectives the enemy columns halted for a day or two, but on August 9 they were again reported to be advancing northwards. On August 11 they made contact with the principal British force, under Brig.-Gen. A. R. Chater, which had now taken up defensive positions covering the Iugaga Pass at the foot of the plateau of the Golis. The Italians



#### SOMALILAND WAS RELINQUISHED FOR THE TIME

Owing to the loss of French support only weak British forces could meet the Italian columns that invaded British Somaliland on August 4 (see maps in page 1138). Lieut. (Acting Capt.) E. C. T. Wilson (top, left) died fighting his machine-guns in the hills and was posthumously awarded the V.C. The main British Force was commanded by Brig.-Gen. A. R. Chater (below, right). Above, units of the South African Mobile Field Force moving up to the front line.

*Photos, 'Daily Mirror'; Fox; Elliott & Fry*

thought highly probable that the Italians might launch a really large-scale offensive westwards against the Sudan, combined with another to the south directed against Uganda and Kenya. Those offensives were actually begun at Kassala, Moyale and the rest, but they were short-lived and altogether ineffectual owing to the stern resistance put up by the Imperial forces gathered along the frontier of Mussolini's African realm. In particular, high tribute must be paid to the South African Mobile

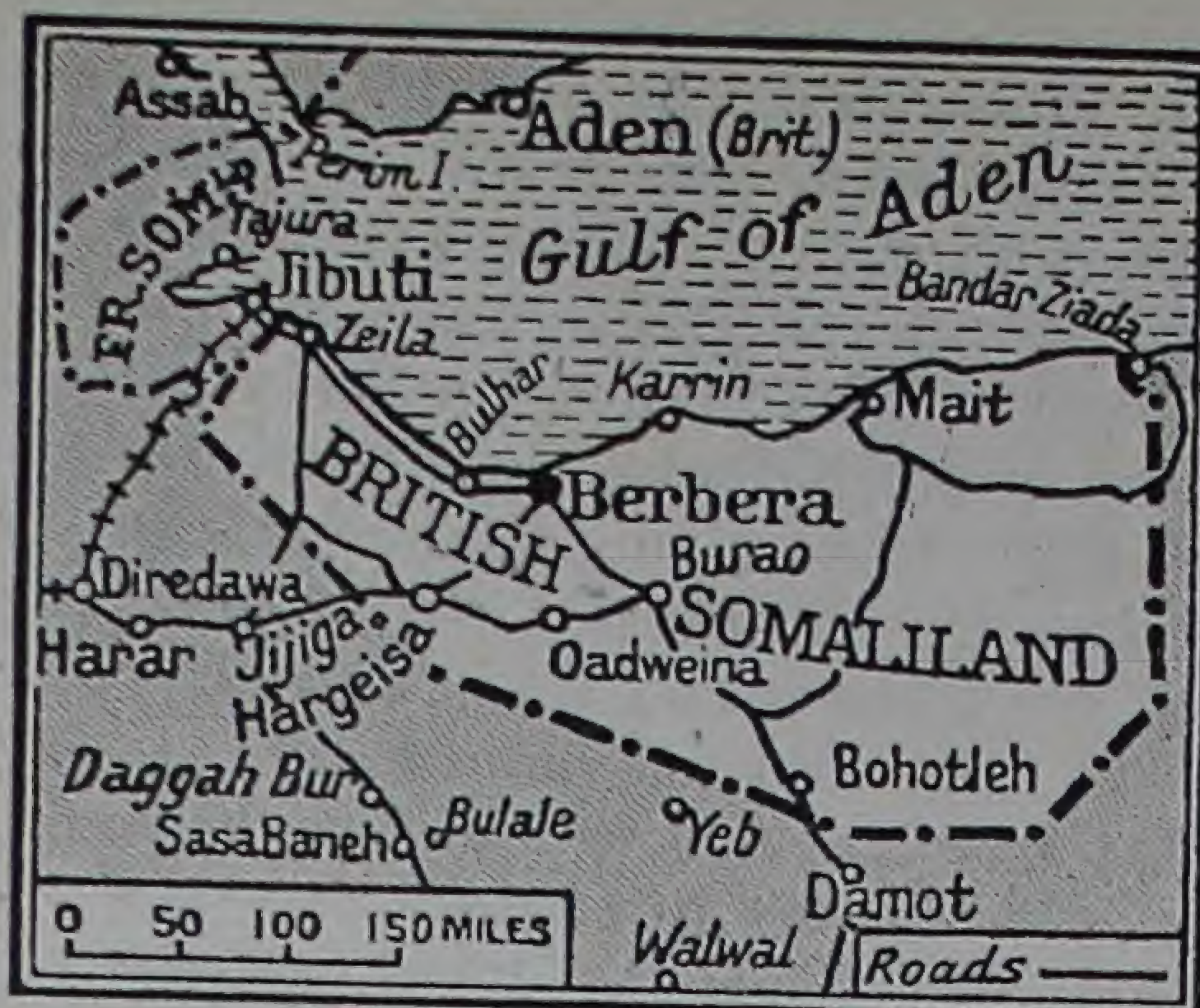
of Oadweina, Hargeisa, and Zeila. Zeila, adjacent to French Somaliland, was abandoned to the enemy on August 5, as it was too far removed from the main British positions to send troops for its defence; before France's collapse it had been planned that it should be defended by the French operating from Jibuti. On the same day a strong enemy force—the invaders were reported to have at their disposal some 8,000 or 10,000 men, well equipped with artillery, tanks and aircraft—occupied





opened their main onslaught on Sunday, August 11, subjecting the troops occupying the Jugaga lines and the reserve positions to heavy bombing and machine-gunning. At noon the Italian infantry, Blackshirts for the most part, went over the top and the battle continued all day, even into the hours of dark. The defenders maintained their positions save only in one sector where the line was temporarily broken with the loss of a couple of guns. Fighting continued for several days; then, having brought up reinforcements, the Italians delivered another violent attack on August 14, and though the defenders were able to maintain their forward positions for some hours and inflicted severe losses on the attackers, they were compelled at last to withdraw.

Meanwhile, the Italian column which had occupied Zeila had made unexpectedly rapid progress along the coast in the direction of Berbera, having reached to within 70 miles of the capital, while still in reserve was the third column, operating from Oadweina. By August 16 the situation of the British forces was authoritatively described as being critical, and it was thought probable that they would have to fall back on Berbera, since they were facing an enemy far more numerous—about two divisions



#### SOMALILAND AND ADEN

This map, in conjunction with the panoramic drawing at the foot of the page, shows the strategic situation in August, 1940, in Somaliland, where the loss of French support enforced a British withdrawal.

*Courtesy of 'The Times'*

—and one, moreover, far stronger in mechanized armament. It was further stated that, in view of British commitments in the other war zones in Africa and the Middle East, there was a limit to the reinforcements which could be sent to Somaliland. "It is not our object to defend every inch of soil in Somaliland," stated British G.H.Q. in Cairo, "but rather to make the enemy use up his supplies of food, petrol and ammunition which he cannot replenish in what is a strategically wasteful enterprise."

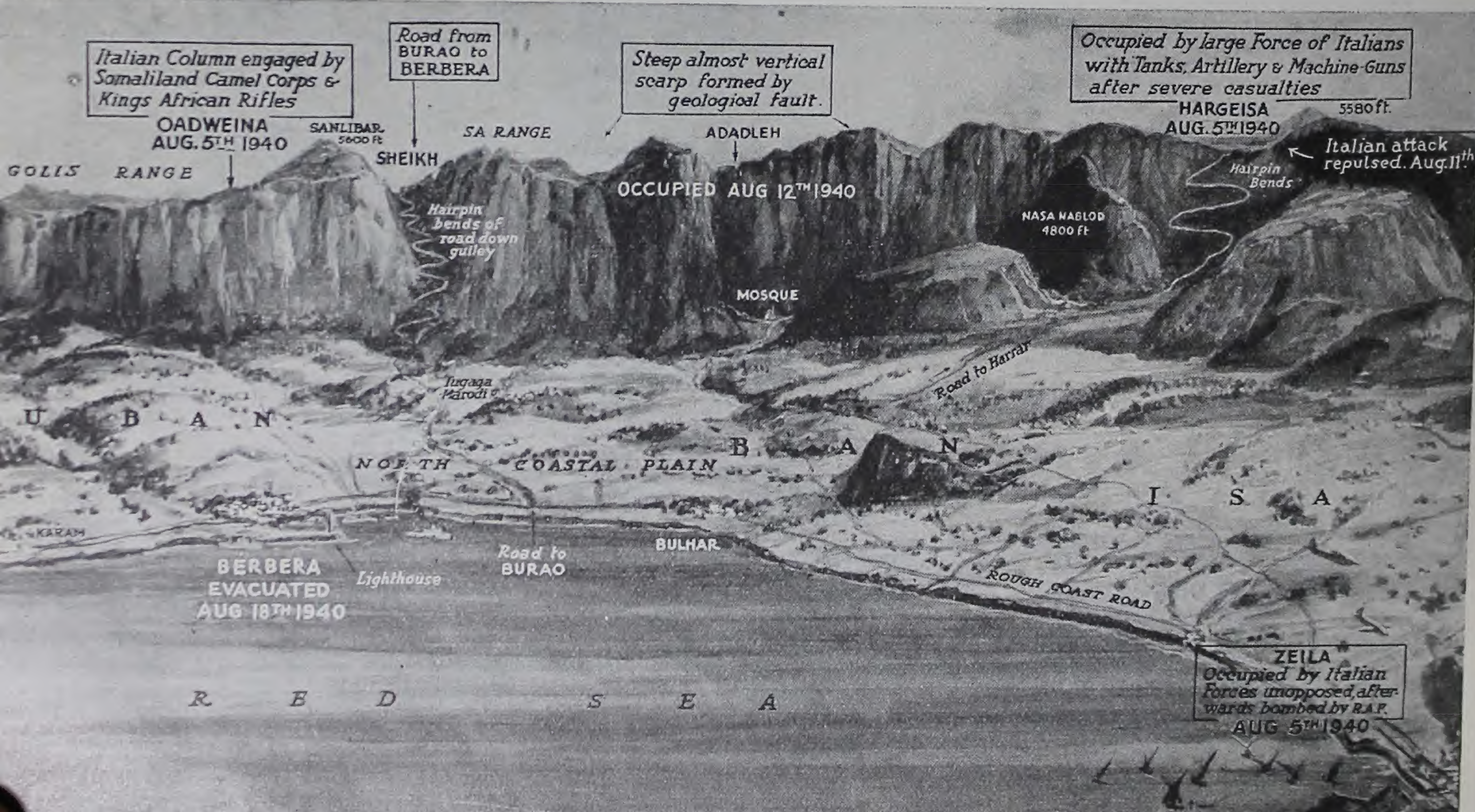
On August 18 a final communiqué stated that: "in Somaliland yesterday the enemy again renewed their determined attacks with picked Italian troops, supported by artillery, tanks and aircraft. But the British force continues to fight with the utmost gallantry, inflicting important losses on the enemy and contesting every yard in its withdrawal towards Berbera." Then on the next day it was announced in London that the whole of the British force, including the wounded and many loyal natives, had been safely evacuated from Berbera on August 17 and 18, and carried away to Aden. All the guns had been safely embarked, and such of the material, stores and equipment which had not been evacuated had been destroyed. "British, Rhodesian, Indian, African and Somaliland troops," stated the War Office, "working in close cooperation with the Royal Navy and the R.A.F., have carried out the role assigned to them with conspicuous skill and bravery, against greatly superior strength. Enemy losses, particularly among Blackshirt units, have been heavy and out of proportion to our own." The statement then went on to review the situation that had presented itself to the British Command. The original plans for the defence of the colony had had to be abandoned, as they had been based on a scheme of close cooperation between the British and the authorities in French Somaliland. When France quitted the war a new and grave situation was created. Three alternatives were open: to send reinforcements

**Withdrawal  
from  
Berbera**

#### STRATEGIC WITHDRAWAL FROM BRITISH SOMALILAND

The panoramic view below shows the difficult nature of the terrain and explains why the relatively weak British forces had to give ground to three strong Italian columns which invaded Somaliland from Abyssinia on August 4, 1940. One column occupied Hargeisa (August 5) and another Oadweina (August 6); the third advanced to Zeila, and thence along the coast towards Berbera. The main British force under Brig.-Gen. A. R. Chater covered the Jugaga Pass and fought delaying actions; heavily engaged on August 11 and 14, it slowly withdrew towards Berbera, whence the entire force was evacuated on August 17-18.

*Drawing by Douglas Macpherson, courtesy of 'The Sphere'*







### BRITAIN HAS FIRST TASTE OF SERIOUS BOMBING

Here is the scene in a street of Cambridge after the Luftwaffe had raided Eastern England (night of June 18-19, 1940). As in most of the raids at this time, there seemed to be either a deliberate attack on dwelling-houses or a complete failure to discriminate between military and non-military objectives. Eleven people lost their lives and fourteen were wounded in this raid.

*Photo, Keystone*





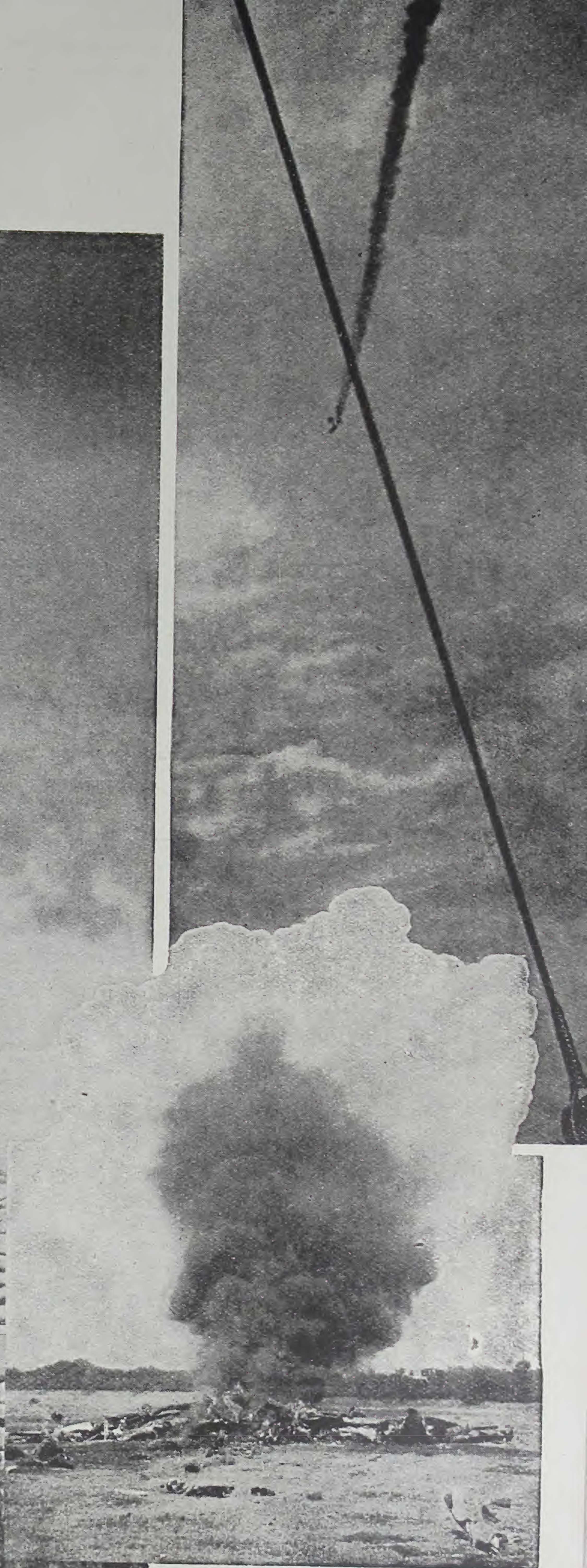
### END OF A DAYLIGHT RAIDER

As July passed into August the great German air offensive against Britain was rapidly intensified. Every day from dawn to dusk enemy aircraft, singly or in large formations, made most determined attempts to terrorize the population, obliterate air fields and drive the R.A.F. defenders from the skies. Six miles up in the glorious summer heavens deadly battles raged as Spitfires and Hurricanes again and again beat off the attackers, while, far below, the ground defences were in almost continuous action. Here, in typical photo-story, is shown the dramatic end of one of the A.A. gunners' many victims—a Dornier 215. As the fury of the Battle of Britain increased so did the Nazi losses—on August 8, 60 enemy planes were lost, on August 11, 66; on August 13, 78; and on August 15, 180.

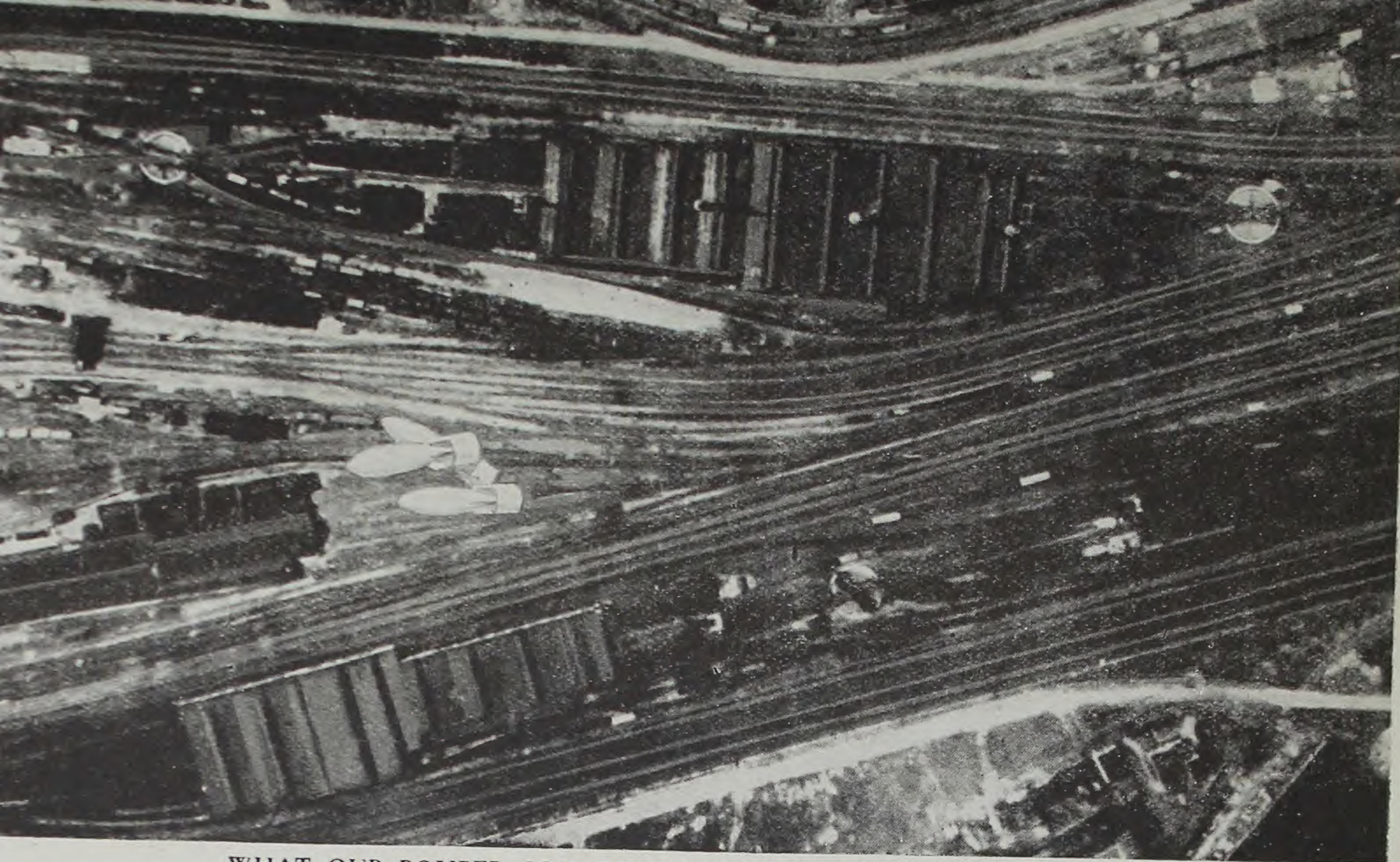
*Photos, Keystone, Planet News, Central Press, G.P.U., "Daily Mirror"*







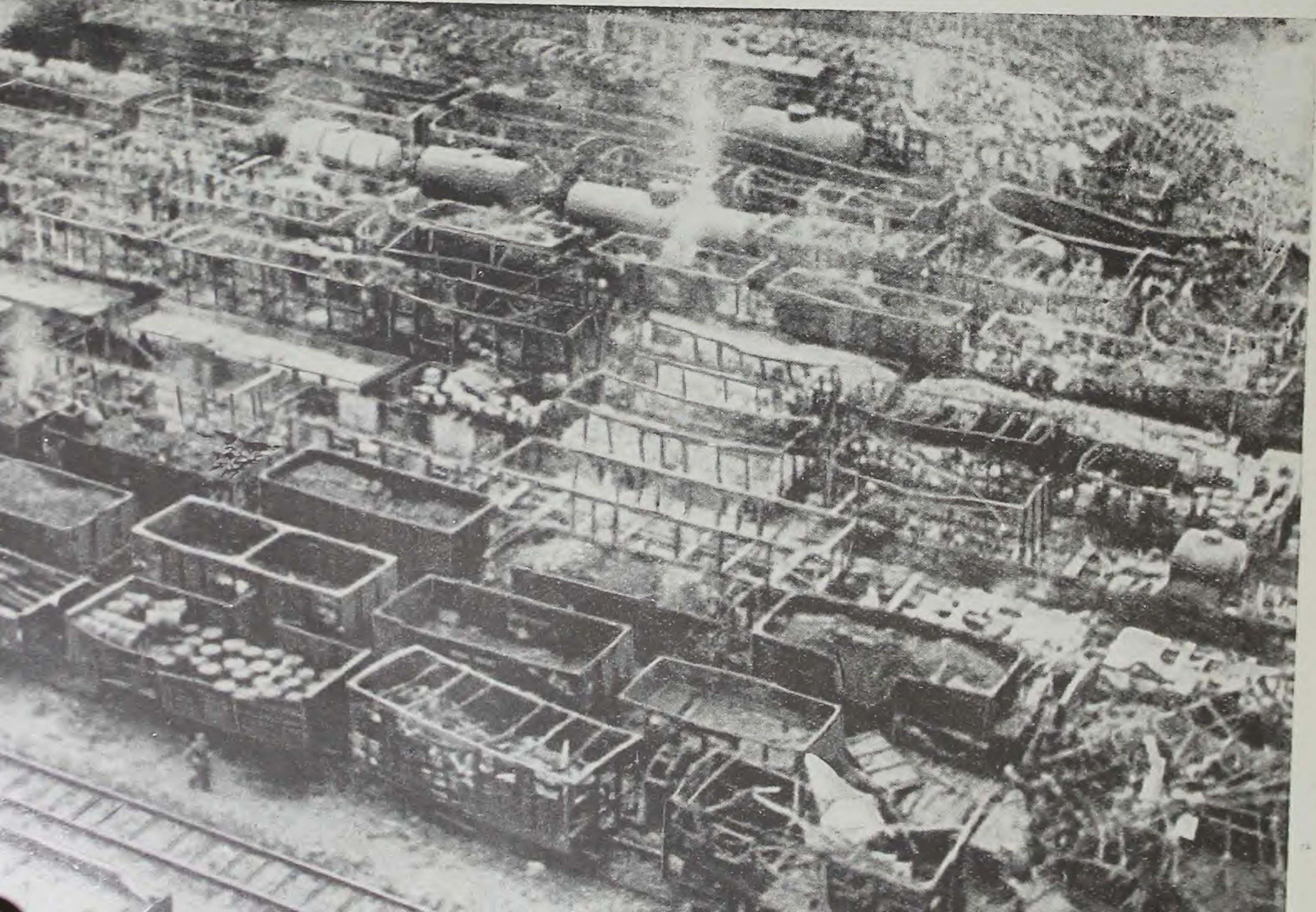




### WHAT OUR BOMBER SQUADRONS DID TO HAMM

At the huge marshalling yards of Hamm, a junction of the railways from Münster and Hamburg to Dortmund, loaded wagons are collected and marshalled for dispatch to all parts of Germany, and there is an enormous traffic in munitions. Night after night, for months on end, the R.A.F. attacked Hamm ; the top photograph shows a stick of bombs falling on the railway junction, while that below was taken after a successful raid, and shows hundreds of burnt-out wagons.

*Photos. British Official : Crown copyright ; " March of Time "*





on a large scale, immediate and unresisting evacuation and—the one chosen—to remain with our small force, using it to inflict the maximum losses on the enemy, until withdrawal became inevitable.

Strategically, the results accruing to the Italians from their conquest of British Somaliland were as inconsiderable as in prestige they were great. But prestige can be bought at too high a price, and there were few to cavil at the decision to withdraw the hard-pressed garrison when an Italian thrust was believed to be imminent in the far more important war zone of Egypt.



#### AFTER THE ITALIANS TOOK BERBERA

Berbera, capital of British Somaliland, fell into Italian hands in the middle of August, 1940, when British forces were withdrawn from the Colony. This photograph shows Government House, damaged by shellfire, with a company of Italian Askaris in the foreground.

*Photo, E.B.A.*

Early in August a statement issued from British G.H.Q. in Cairo declared that it might now be said that the first phase of the operation in the Libyan Desert was finishing. During this phase a small British mobile force, consisting of a few guns and a few companies of infantry, had completely dominated the eastern frontier area of Libya in the face of Italian forces greatly superior in numbers. It was

now known that the enemy had assembled a large force in the Bardia area, and in spite of the constant drain on the men and material he had hung on to the frontier fort of Capuzzo to cover this concentration. An attack on Egypt, then, could be expected, but should it materialize it would not take the British forces by surprise, and General Wavell had prepared his plans to meet it.

#### A SET-BACK IN THE SUDAN

The extreme weakness of British forces in the Sudan made it impossible to hold the frontier against the Italians, who occupied Gallabat (see page 1136) on July 3, 1940, and Kassala the same day. These photographs, taken after Italian occupation, show a breastwork at Kassala near the River Gash and (centre, left) the Italian flag planted on Kassala airport.

*Photos, E.N.A.*





## SOME PROBLEMS OF NEUTRALITY IN EUROPE

As Germany and her Russian ally successfully occupied one European country after another, the anxiety of the few which had not suffered invasion became acute. But despite Mr. Churchill's warning they continued to declare their neutrality, and Russia, with a certain irony, also announced in the late summer of 1940 that she intended to keep out of the war.

MR. CHURCHILL, FIRST LORD OF THE ADMIRALTY, IN A BROADCAST, JANUARY 20, 1940:

**W**HAT would happen if all these neutral nations . . . were with one spontaneous impulse to do their duty in accordance with the Covenant of the League and stand together with the British and French Empires against aggression and wrong? At present their plight is lamentable, and will become much worse. They bow humbly and in fear to German threats of violence, comforting themselves with the thought that Britain and France will win, that they will strictly observe all the laws and conventions, and that breaches are only to be expected from the German side. Each one hopes that if he feeds the crocodile enough the crocodile will eat him last. All of them hope that the storm will pass before their turn comes to be devoured. But the storm will not pass. It will rage and roar ever more loudly, ever more widely. It will spread to the South. It will spread to the North. There is no chance of a speedy end except through united action, and if at any time Britain and France, wearying of the struggle, were to make a shameful peace, nothing would remain for the smaller States of Europe, with their shipping and their possessions, but to be divided between the opposite, though similar, barbarisms of Nazidom and Bolshevism. . . .

KING GUSTAV OF SWEDEN, IN A SPEECH TO THE SWEDISH MINISTERIAL COUNCIL, FEBRUARY 19, 1940:

**I**T is my wish to make quite clear to my people how difficult and responsible is the situation in which we now find ourselves. I feel it is my duty to try as long as possible to keep my country out of the conflict which is going on in the world, and therefore, with the approval of the Government and Parliament, I issued a declaration of neutrality.

I have always followed Finland's heroic struggle against superior forces with the deepest admiration. From the beginning Sweden has given voluntary assistance and tried in many other ways to help this country, but from the first hour I informed Finland that she unfortunately could not count on military intervention from Sweden. With sorrow in my heart, and after the fullest deliberation, I have come to the conclusion that in the present situation we must maintain this, our standpoint. I am of the firm opinion that if Sweden were to intervene in Finland we should run the greatest risk not only of being involved in war with Russia, but also in the war between the Great Powers, and I have not been able to take upon myself so great a responsibility. In such a situation it would also probably be impossible to give Finland the not inconsiderable assistance which she is now getting from us, which she so sorely needs and which we are ready, in future, also to render with all our hearts.

Sweden's vital interests—her honour and her peace—are the ideals which I always have in view. On the course which we have already adopted I hope, with God's help, to escape the calamities of war.

HERR HANSSON, SWEDISH PRIME MINISTER, IN A BROADCAST, APRIL 12, 1940:

**O**NCE again our country experiences an hour of trial, which may be the most trying we have had for more than a century. War has been brought to our frontiers. Everybody will understand that, although peace prevails in our own country, our minds are deeply shaken.

Sweden is determined to observe her principle of strict neutrality. This means that she reserves the rights of independent judgement. It is not in accordance with strict neutrality to allow any scope for foreign enterprises. No demands in that direction have been put to us, but if such demands are put forward they will have to be refused. To guard our neutrality means that the country will be defended in case of necessity. To be sure that Sweden can do this,

the Government has, during the entire war, maintained a comprehensive readiness for defence, which has been adapted in accordance with our judgement of existing needs.

I have the firm conviction that, through unity and determination, we shall be able to steer our country through difficulties. Should the miseries of war, nevertheless, cross our frontiers, the Swedish people will surely prove themselves able to safeguard what is most precious to all of us—the freedom and independence of Sweden.

LORD HALIFAX, SECRETARY OF STATE FOR FOREIGN AFFAIRS, IN A STATEMENT TO THE LONDON CORRESPONDENT OF "A.B.C." IN MADRID, MAY 22, 1940:

**T**HE policy of his Majesty's Government towards Spain is to maintain and develop the friendly relations at present existing between the two countries. It is important to realize that this policy is not that of one party only in the State, but one which is common to all parties. . . . It is, further, a policy which is in keeping with the traditional relations between our two countries, and does not depend upon the form of government adopted by the Spanish people. His Majesty's Government feel that friendly relations between this country and Spain answer to the fundamental needs and inclinations of both countries, based as they are upon over 150 years of peace between them and a common regard for the fundamental Christian principles of European civilization.

In these circumstances his Majesty's Government sincerely welcomed the Spanish Government's declaration of neutrality made at the outbreak of war, and also the more recent statements by Spanish leaders and in the Spanish Press emphasizing Spain's desire to maintain neutrality. This desire is fully appreciated by his Majesty's Government, who, for their part, have the firmest intention to respect Spanish neutrality so long as it is respected by others.

MR. DE VALERA, PRIME MINISTER OF EIRE, IN AN INTERVIEW WITH A REPRESENTATIVE OF THE "NEW YORK TIMES," JULY 5, 1940:

**W**E are in the unenviable position of being a country which is eyed by two great Powers. We do not wish to become a cockpit in this war. We do not wish to become the base for attack by any Power upon any other Power. We have not the slightest intention of abandoning our neutrality. We intend to resist any attack thereon from any quarter whatever. But if war—which we do not want and for which we are in no way to blame—comes upon us, we will do our best to defend ourselves. And whoever comes first will be our immediate enemy.

We have tried to get a united Ireland. The present situation is anomalous and dangerous. Only in the union of all Ireland will the aspirations of the people be satisfied. As it is now, one part of Ireland is neutral and the other belligerent. That is abnormal from the point of view of defence, as many of us foresaw. To face this emergency Ireland should be whole and undivided. The determination of policy and defence measures are possible only on such a basis. And such measures must be founded on neutrality. . . .

M. MOLOTOV, SOVIET PRIME MINISTER AND MINISTER OF FOREIGN AFFAIRS, IN A STATEMENT TO THE SUPREME COUNCIL OF THE SOVIET UNION, AUGUST 1, 1940:

**T**HE first year of the war is drawing to a close, but the end of the war is not yet in sight. It is more probable that we are now on the eve of a new stage in the intensification of the war between Germany and Italy on the one side and England, assisted by the United States, on the other. All these events have not caused a change in the foreign policy of the Union. True to her policy of peace and neutrality, the Soviet Union is not taking part in the war. . . .



# NEUTRAL EUROPE: WARTIME REACTIONS DURING THE FIRST HALF OF 1940

*Tinged at First with Anti-British Sentiment, Eire's Neutrality Later Became More Realistic—In Face of Nazi Successes, all Parties United for Defence Measures—Sweden, Hemmed in by Dictator Countries, Practised Circumspect Impartiality—Position in Switzerland—Policy of Spain—Señor Suñer's Missions—Grasping at Tangier—Portugal and her Overseas Empire*

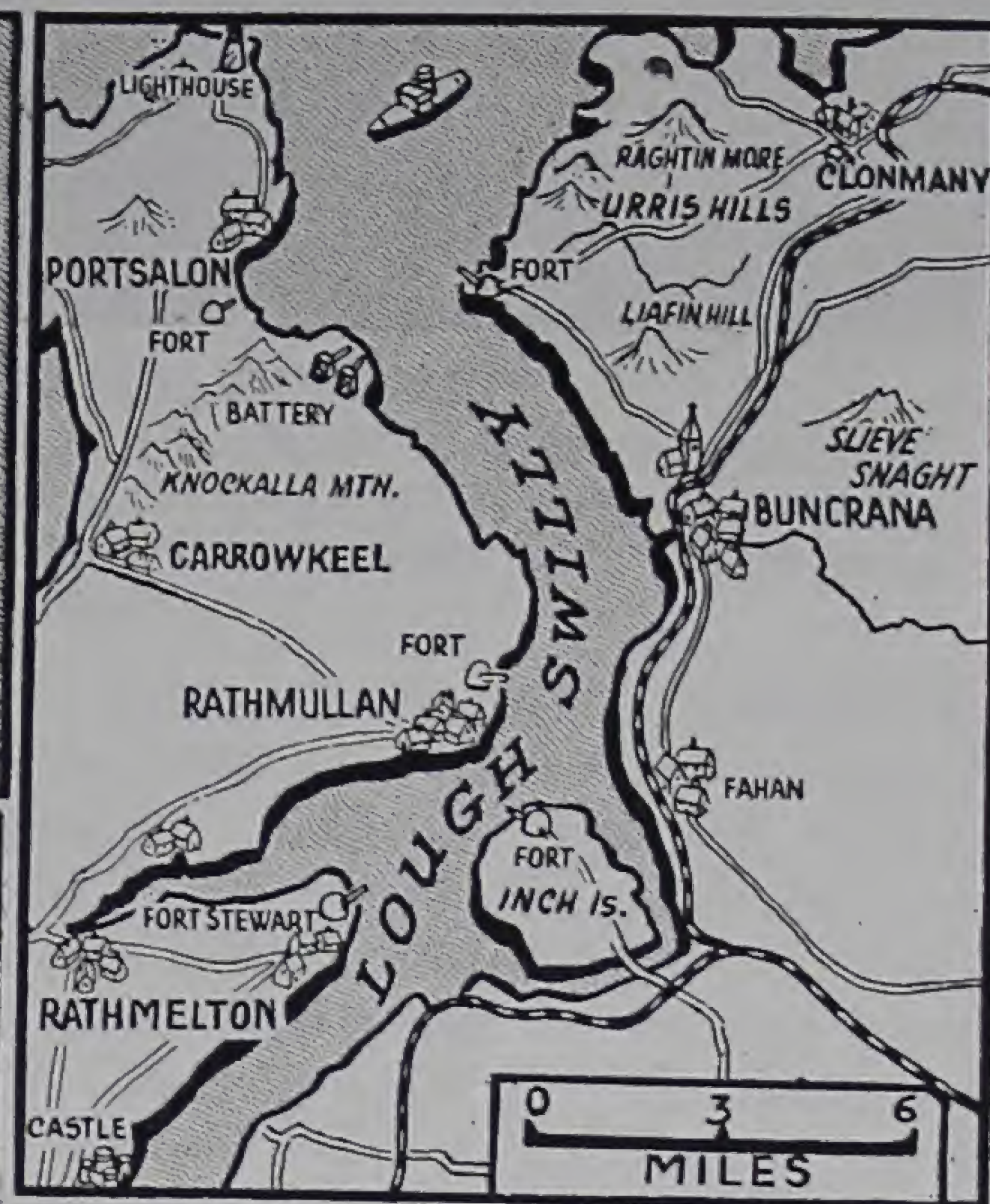
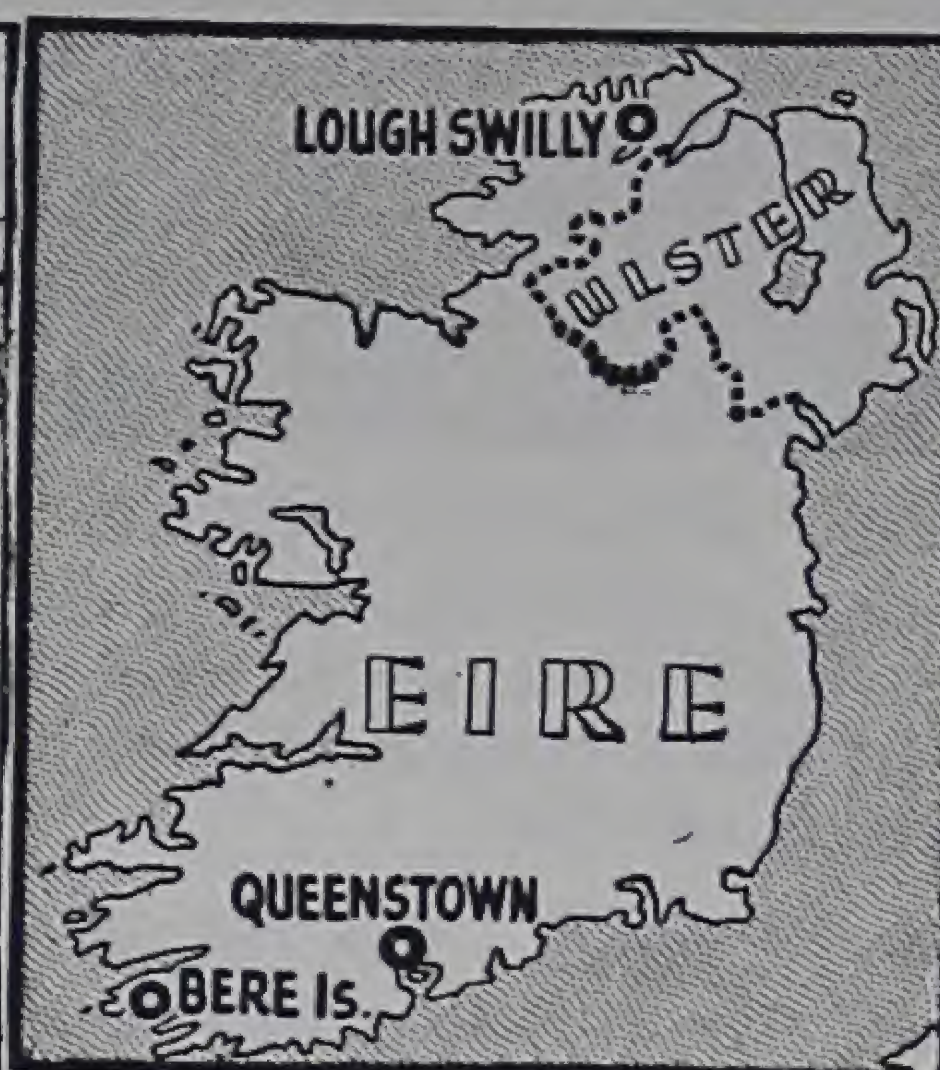
THE swift success of the mechanized German forces, which in May and June, 1940, swept like a scythe to the rear of the British armies in Flanders and extinguished in a few weeks the liberty of Norway, Belgium, Holland, Luxemburg, and France, could not but cause the deepest anxiety to Europe's remaining smaller neutrals. Of these the country of most immediate concern to Britain was Eire, whose territory after a Nazi occupation of the French Channel and Atlantic coasts might reasonably be envisaged as a suitable jumping-off point for an intensified blockade or invasion of the United Kingdom.

Of Eire it could be said that during the early months of the Second World War she was hardly aware that hostilities were being conducted. Life in Dublin and other Irish cities went on as usual. There was no black-out, no shortage of food; prices remained reasonably stable, and farmers studied stock prices rather than war news. The country was living in what many observers were inclined to believe was a fools' paradise. The activities of Irish Republican Army members engaged to a large extent the interest of the reading public. The raid on the arsenal in Phoenix Park, when Government munitions were stolen, led to charges of incompetence against Mr. De Valera's Government. The execution in England of two I.R.A. men for a bomb outrage at Coventry provoked an outburst of anti-British sentiment. News of the execution was broadcast from Radio Eireann in a form suggesting a national calamity, and a torrent of resolutions was set in motion from public bodies all over the country.

That Germany and not Britain was Ireland's enemy was shown when in February, 1940, a neutral ship bound

for Ireland with a cargo destined exclusively for that country was torpedoed by a German submarine. The Irish disregarded this object lesson and sought comfort in the fact that timber from Finland was still arriving, after

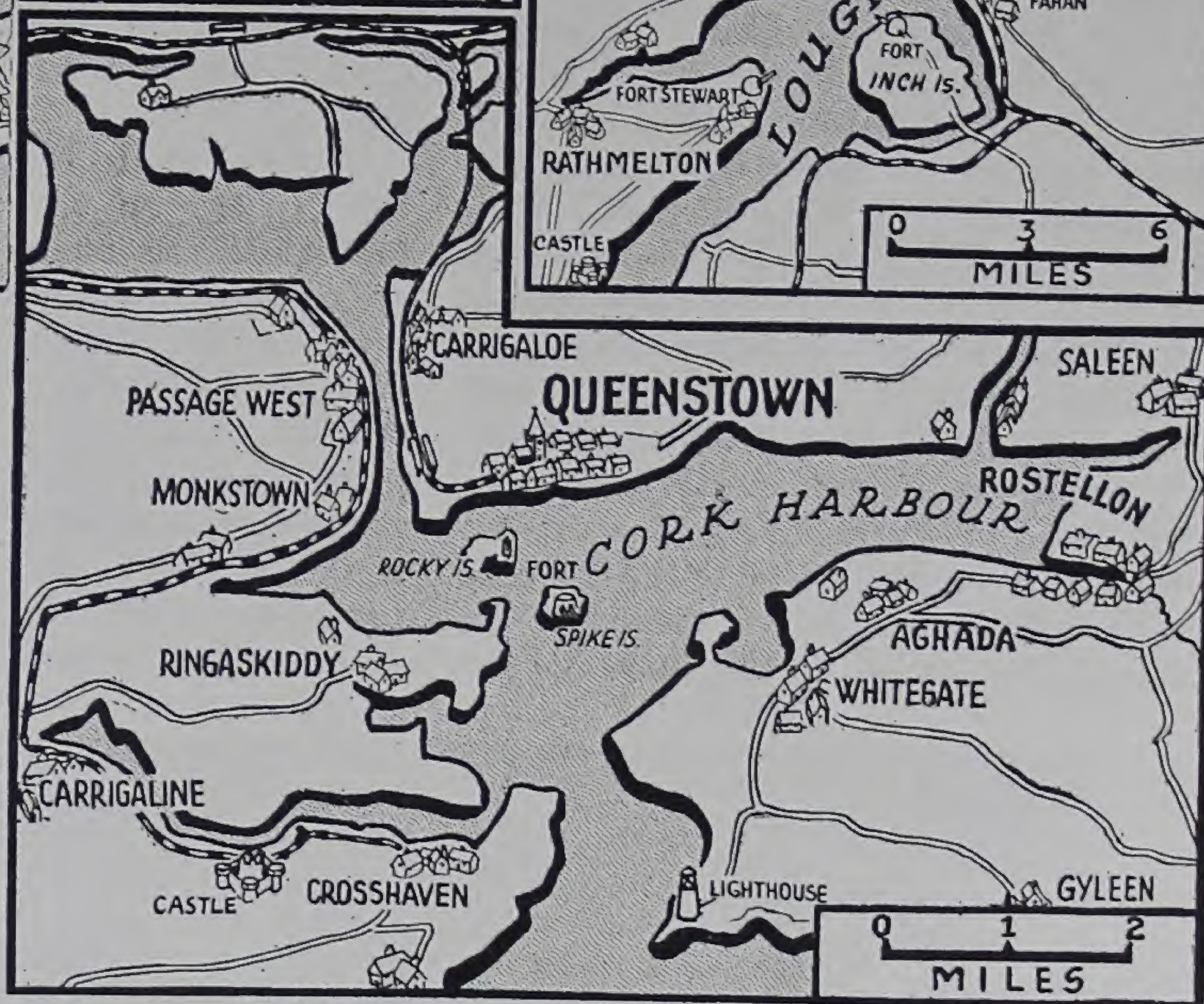
March about the financial and economic effects of the war upon Eire, gave optimistic answers. His optimism was belied by trade statistics, which showed an adverse trade balance for February of nearly £2,000,000.



## NAVAL BASES RENOUNCED BY BRITAIN

On April 25, 1938, Britain had put herself at a strategic disadvantage in the event of war by renouncing all rights to use the naval bases in Eire. The principal bases, in Bantry Bay, Cork Harbour and Lough Swilly, are shown in these maps.

*Courtesy of "News Chronicle"*



detention and examination at Hamburg, and in the loud professions of esteem for Eire broadcast by the German radio.

Some members of the Government appreciated more fully Eire's dependence on Britain. Mr. Lemass, Eire Minister for Supplies, even went so far as to express appreciation of Britain's attitude towards his country in ensuring a flow of essential supplies. But at the same time the tendency to ignore the possible consequences on Eire economy of an Allied defeat increased, and De Valera, questioned in

Until the overrunning of the Low Countries anti-British campaigns were still being promoted in Ireland. A campaign was in progress against English books and newspapers, and an Eire District Justice, judging a case of assault, went so far as to rule that the playing of a gramophone record entitled "Lords of the Air" was British propaganda, and ordered that the record be publicly burned.

The effect of Germany's forward march was electric. Mr. De Valera, who, it was reported, had been thinking





### EIRE EXPANDS HER DEFENCE FORCES

The course of events in France in June, 1940, impelled Eire to look to her defence against possible aggression, and in a great recruiting drive Mr. Cosgrave, leader of the largest opposition party, spoke on the same platform as Mr. De Valera (seen on extreme right of photograph).

*Photo, Associated Press*

of holding a general election with "neutrality" as the main Government plank, dropped the idea. Political enmities were forgotten. Mr. William Cosgrave, Opposition Leader of the Dail, announced his preparedness for reconciliation with De Valera. The latter responded to the impulse for national cooperation in emergency by forming an all-party National Defence Council (of three Cabinet Ministers, three Fine Gael representatives and two Labour Party men) with the task of formulating a national security policy and advising the Government thereon. Simultaneously the Government called up the 7,000 regular

troops and 30,000 reservists of the Eire Army, placing the Army on a war footing.

Tactics used by the Nazis in the Low Countries were reflected in the announcement that a Local Security Corps had been formed to deal with parachute invaders, while a large department store in Dublin even placed

anti-aircraft guns on its roof. Hand in hand with a national recruiting campaign went warnings against Eire's potential Fifth Columnists, the I.R.A., who, it was alleged in many quarters, were being financed from Nazi funds.

"The liberties for which we are all trustees have been dearly bought. In this land there must not be found one treacherous hand to give them away," exclaimed Mr. De Valera. In belated awareness of impending danger, the police sprang into activity throughout Eire, arresting I.R.A. men suspected of treasonable activity and searching for buried stores of arms. But none of these measures implied in the least an abandonment of Eire's neutrality. Indeed, if anything, the neutrality policy of De Valera became more emphatic than ever.

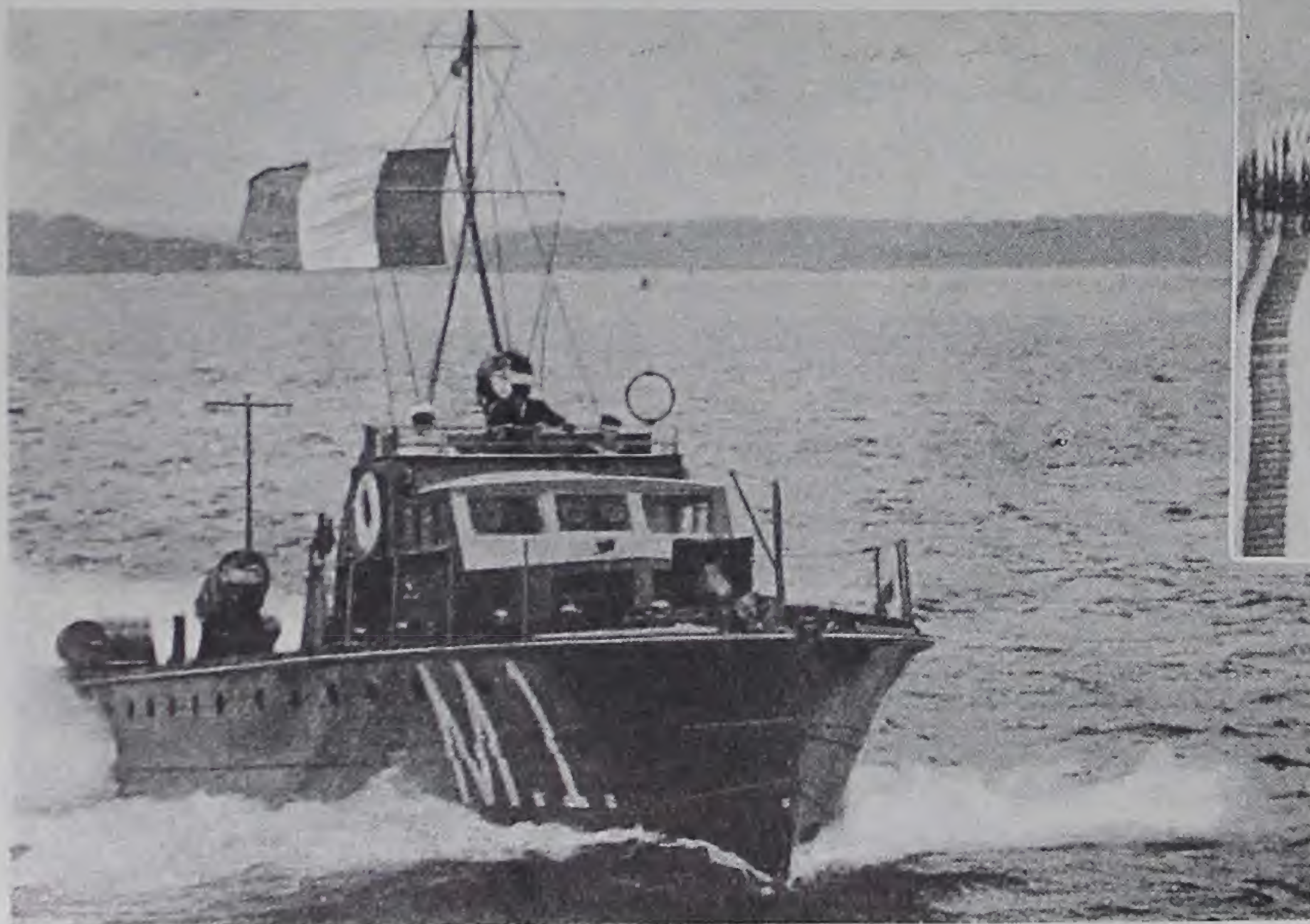
The absurdity of Eire's position was manifest to everyone except the Irish. Between Eire and the Nazi hordes lay only 600 miles of water and the British Fleet. The three-ship Navy of Eire could obviously do little on its own



### SEA AND AIR FORCES OF EIRE

For patrolling her coastal waters Eire employed fast motor torpedo-boats such as this, seen flying the Irish tricolour. These vessels were considered adequate protection against possible infringement of the neutral zone. A small but efficient air force was maintained; gunners are here overhauling their machine-guns in the filling-room at an airfield. The country's anti-aircraft defences were organized on a similarly restricted but businesslike basis.

*Photos, Planet News; Sport & General*





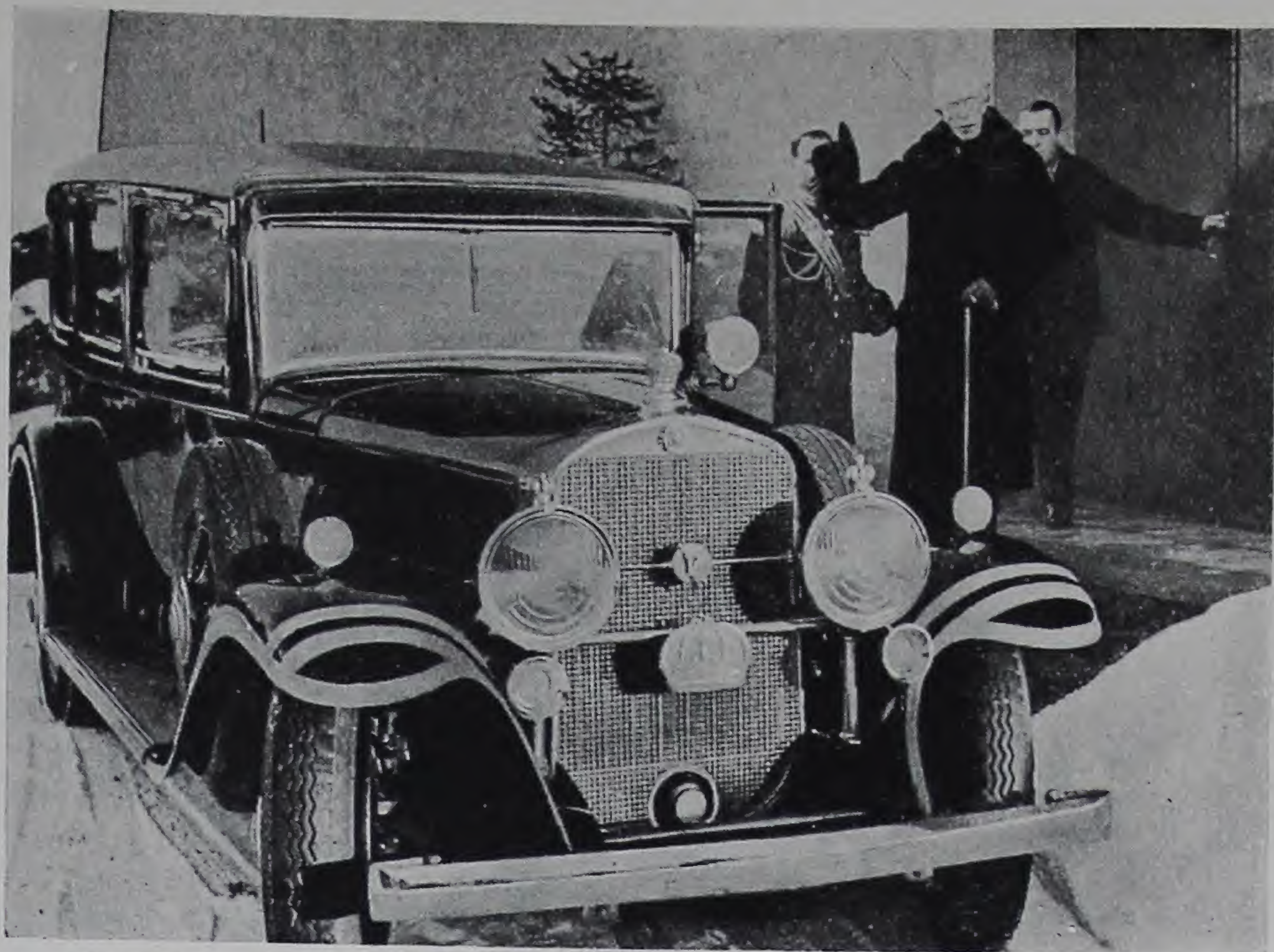
account. Eire's Air Force was small and poorly equipped. Her lack of anti-aircraft guns and fighter aircraft was to be later pleaded by Isolationist enthusiasts as a reason for not antagonizing Germany.

Eire's small army, in spite of the bravery of its soldiers, stood scant chance of saving the country from the fate that had befallen other small

Eire's  
Naval  
Bases

European neutrals, once the protecting shield of British power was removed. But Eire, after

the collapse of France, had become of prime importance to Britain's war effort. The defection of a large part of the French navy had thrown on Britain's Fleet alone the task of defending the sea-routes against U-boat and air depredations. At the same time the enemy's sea-offensive power in these arms had been doubled by the acquisition of French Atlantic bases from which the marauders could operate. Small wonder, then, that with mounting Atlantic shipping losses far-seeing people should deplore the loss of the Eire naval bases voluntarily



#### HEMMED IN AND OVERAWED, SWEDEN TOOK PRECAUTIONS

Early in 1940 Sweden instituted a stringent black-out, and even the Royal car, which King Gustav is about to enter here, was painted with white bands on wings and bumpers. Many buildings were sandbagged, as below, left, and other air-raid measures were taken.

*Photos, Wide World*



#### SWEDEN'S AERIAL NEUTRALITY GUARD

The Swedish Air Force was reinforced by fast and powerful interceptor-bomber aircraft such as that on the right, built in the U.S.A. Known as the J.9, this machine carried one 750-lb. bomb for use in a 370 m.p.h. power-dive, in addition to six 100-lb. bombs under the wings. Armed with two machine-guns firing through the airscrews and a third in the rear cockpit, it had the wide range of 1,800 miles. Note the Swedish insignia on fuselage.

*Photo, L.N.A.*



evacuated by Britain in 1938. British destroyers and aircraft, ranging from these bases, could have done much to minimize the advantages in sea-piracy the Nazis had acquired.

While Viscount Craigavon, Prime Minister in Northern Ireland, was discussing the problem in London with Mr. Winston Churchill, Eire let it be known that in spite of her absurdly small naval, military and air arms she was determined to fight off invasion

from every side. The "Irish back door," as the problem came to be called in England, engaged Press and people in earnest controversy. The former Secretary for War, Mr. Leslie Hore-Belisha, demanded "imagination and inspiring action" in settling the Irish question. "Hitler's triumph," he urged, "can be prevented only by a united policy in Ireland." But Mr. De Valera, if prepared to make concessions at all, would do so only on the basis of a united Ireland, which to him meant the reincorporation of Ulster with Eire, a proposal which Viscount Craigavon branded as "blackmail of the British Government."

The end of July, 1940, saw Eire for the moment alarmed as the threat of Nazi invasion grew. Full-page newspaper advertisements called for 400,000 volunteers to supplement the regular army. Plans were put in hand for





### SWISS FOREIGN MINISTER

On the death of M. Crotta in 1940, M. Pilet-Golaz became Swiss Foreign Minister. He had held office in 1934 as Federal President.

*Photo, Wide World*

regional commissioners with power to administer their respective areas if the central administration should be disorganized. Ostensibly, in a strange blind "neutrality," these preparations were made as much against Britain as the Nazis. At heart, the Irish still did not believe that war would reach their shores. Eire still remained the only member of the British Commonwealth not at war with Germany, and on the question of the naval bases De Valera remained adamant, in spite of Eire's dependence on oversea shipments for vital defence supplies. To the larger humanitarian issues at stake the Irish were as pathetically indifferent.

Of the remaining neutrals Sweden was in a strange plight. After the Nazi conquest of Norway and Denmark and the Russian march into the Baltic States, she became entirely dependent

sister States when they were the victims of aggression by Germany and Russia. Sweden even agreed to the shipment of food and other supplies to Germans in Northern Norway, and her future dependence on the goodwill of Berlin and Moscow was well emphasized by the Press of both these countries.

Through the good offices of Berlin a Swedish trade commission went to Moscow to petition for some of the commerce of which Sweden was in need since the Nazi occupation of Denmark and Norway had boxed her in the Baltic and shut off the country from other lands. The official Russian Tass Agency issued a belated report on



### GUARDING A RADIO STATION

Though not seriously menaced by the Nazis, Switzerland did not escape the 'war of nerves,' and she took the precaution to guard her principal public buildings. A citizen soldier is here seen at a radio station switchboard.

*Photo, Wide World*



### NEUTRAL STRONGHOLD OF WESTERN EUROPE

Switzerland as the headquarters of the International Red Cross was able to ameliorate the hardships of countless prisoners of war in neighbouring lands. Here is seen the post office of the Red Cross centre at Geneva.

*Photo, Wide World*

on what defence resources she could muster and on the goodwill of the two dictators by whose forces she was hemmed in and overawed. Many Swedish citizens saw in this a bitter vindication of their country's hesitant policy towards her

the negotiations, stating that they took place in conformity with Article III of the Soviet-German Non-Aggression Pact. "Both Germany and Russia," the statement added, "regard themselves as interested in the preservation of Sweden's neutrality."

How precarious was Sweden's neutrality was realized when, in May, 1940, German newspapers arriving in Stockholm two weeks old contained an official denial that Germany intended invading the Low Countries — an





#### BRITAIN'S SPECIAL ENVOY TO SPAIN

Above, Sir Samuel Hoare leaving the Royal Palace, Madrid, with Baron de las Torres after presenting his credentials as Special Envoy to Franco on June 8, 1940. The Generalissimo is seen below taking the salute as 'Young Spain' marches past during the celebration of the first anniversary of the ending of the civil war, on April 1. Foreign affairs were largely in the hands of Señor Serrano Suñer (left), leader of the pro-Axis trend.

*Photos, International Graphic Press ; Wide World*





invasion which had in the meantime taken place. Small wonder that Sweden, in spite of a German guarantee on which the ink was hardly dry, blacked-out the whole country for the first time, while military intelligence officers anxiously studied reports of German troop movements about Kiel.

Switzerland, whose name might almost be said to stand for neutrality, maintained a cool and courageous impartiality though hedged about by the Axis Powers. The death of M. Motta, her Foreign Minister, was followed by the appointment of M. Pilet-Golaz, a strong representative of the Western European conception of life.



#### SPANISH BORDER AFTER THE FRENCH COLLAPSE

Despite the exchange of profuse courtesies the appearance of Nazi guards (top) on the Franco-Spanish border raised acute problems for Spain. Not the least was that of controlling the immense stream of refugees pouring across the frontier, as seen above, at the end of June, 1940.

*Photos, Keystone; Graphic Photo Union*

Thousands of French and other Allied soldiers forced into Switzerland by the German invasion of France were disarmed and fed by the authorities.

**Swiss  
Stand  
Firm**

The Swiss remained intensely attached to the democratic way of life, and the lessons of Nazi

Fifth Column, parachutist and other tactics in the invasion of Norway and the Low Countries were not lost on the military command. Bridges were mined, food reserves were accumulated, more men were called to the colours, and the people were instructed in the part they would have to play in the event of foreign invasion. The Press was conspicuously independent, giving the communiqués of both sides and printing comment which hardly concealed Switzerland's democratic sympathies.

No serious threat was made to Swiss integrity by the Nazis. Respect for what might prove to be a tough military problem, coupled with doubtful strategic advantages to an aggressor, may have influenced them in holding their hand, but there was probably a deeper reason. Switzerland was one of the

few remaining links between Germany and the oversea world and a centre of international finance, banking and commerce—a kind of neutral oasis in a world sharply divided between Axis and anti-Axis interests. Swiss Red Cross officials were inspecting not only Allied prisoners of war in German camps, but also Nazi prisoners interned in Britain. The clearance of food parcels and letters for prisoners, apart from a considerable contribution to Germany's food supplies, helped to render less likely the chances of Nazi aggression.

But the Swiss motto was "Be prepared," and the Swiss were convinced that ultimately their integrity and the fate of their democracy were bound up with the fate of Britain.

In Spain, during the first seven months of 1940, foreign policy vacillated, with the varying fortunes of war, between strict neutrality in the European conflict and non-belligerency in favour of the Axis Powers. Three main influences were at work. The pro-Axis trend had its most ardent exponent in the white-haired, fanatical Señor Suñer, Minister of the Interior, who was supported by

the Falange extremists. But there was also a branch of the Falange including prominent generals like Quiapo de Llano, Aranda and Yague, who were traditionalists in the sense that they were opposed to the "New Order" advocated by Suñer and were not antagonistic to a restoration of the monarchy. The Roman Catholic hierarchy had a foot in both camps. Then there were the inarticulate but numerous Republicans, whose Parties were proscribed after the Civil War. A factor which no Party could leave out of account, however, was that Spain was a war-devastated country, dependent on foreign wheat for the very minimum standard of life. The cost of living was excessive, and Spain was in no position to conduct another war.

General Franco seemed well aware of this factor when he spoke at the military parade in Madrid that marked Franco's the first anniversary of Aims the end of the Civil War (April 1, 1940). He referred to the need for raising Spain from her former decadence. A feature of the parade was the surprising extent of mechanization in the new Spanish Army. But Italy's entry into the World War and the collapse of France strengthened the hands of the pro-Axis enthusiasts. June, 1940, was marked by two important events: the establishment of a policy of so-called non-belligerency; and the introduction, contrary to an international convention of 1923, of Spanish "police occupation" in the Tangier Zone. This region, with the extension of hostilities to the Mediterranean, had acquired new strategic significance. In response to British protests a statement was made that



absolute neutrality in the Zone would be maintained. The assertion that a Spanish administration in Tangier must naturally have Spanish officials caused disquiet in Britain, and led to doubts as to the wisdom of the Allies' previous policy of granting special facilities for the import of foodstuffs, especially as the Spanish Press remained consistently anti-British. Nor could Spanish action in Tangier be ignored as a possible precedent to similar claims regarding Gibraltar, over which General Franco was reported (without confirmation) to have demanded a mandate in an address to Army officers in July, 1940.

Germany's occupation of part of France gave her a common frontier with Spain, and the selection of the territory thus brought under direct Nazi rule seemed to have been made deliberately with this purpose. Two further possibilities gave Britain cause for concern. One was the extent to which Gestapo officials would further penetrate Spain, with a view perhaps to eventual military action against Gibraltar (some observers gave the number of German "tourists" in Spain as 100,000); the other was the question whether Spain could be used by the Nazis to mitigate the effect of Britain's blockade of Germany. Mr. Dalton, Minister of Economic Warfare, stated in the House of Commons that steps were being taken to ensure that while Spain should get enough oil for her internal requirements, this would not allow her to re-export.

In general, the entry of Italy into the war simplified the problem of blockade for the Allies, for she was now debarred from receiving re-exports of rubber, ores and oil from Spain. The loss of French naval control in the Mediterranean was more than offset by the control which could be exercised by Britain on over-sea ports of shipment through the navicert system.

General Franco fulfilled the wishes of an overwhelming number of Spaniards in keeping Spain out of the war, and pro-Axis enthusiasms at Hitler's continental victories were not allowed to get out of hand. An indication of this was the signing at the end of July of a treaty with Portugal, whereby both countries undertook to confer on the best means of safeguarding their joint interests whenever the safety of either or both of their territories or independence was compromised. Britain welcomed this pact.



#### PREMIER AND VIRTUAL DICTATOR OF PORTUGAL

Dr. Antonio d'Oliveira Salazar, Premier of Portugal, is here seen passing over his ballot paper to be placed in the urn at a municipal election. Since Salazar took office in 1932 he had balanced the national budget and restored order to the finances of his country. His 'dictatorship' was a benevolent one.

*Photo, Wide World*

square miles in extent and had been welded together into a coherent whole. To Lisbon came ships from the Americas and the East, and also trans-ocean aircraft which linked the U.S.A. with free Europe. Politically Portugal was bound to Britain by an alliance four centuries old, and the current treaty provided for help in case of attack. In the present war Portugal was neutral and had no obligation to intervene, though she was acutely conscious of her peril in the event of a Nazi switch towards Gibraltar, or of a German move that might affect Madeira and the Azores, to say nothing of her other overseas territories.

Much traffic and commerce flowed to Lisbon, where diplomats and agents of belligerent and neutral nations came and went freely. Her streets were not blacked out, and (save for certain restrictions) life went on in some semblance of peacetime conditions.

In spite of Nazi pressure and intense propaganda, Dr. Salazar, Portugal's peasant-Premier, held fast to his conviction that the integrity of the country and its empire depended on Britain's rule of the seas.

His task was a difficult one, for there was an influential class whose sympathies were with Germany, while the military and strategical weakness of Portugal dictated caution. The most friendly relations were maintained with Britain, who had no reason to doubt Portugal's fidelity to her engagements. This confidence was amply justified in a statement made later by Dr. Salazar.



#### SPANISH HANDS GRASP AT TANGIER

Taking advantage of the French set-back and Britain's preoccupation with the war, Spain, on June 14, 1940, sent a force of marines into the Tangier International Zone, a move which seemed to portend more vigorous measures later.

*Photo, International Graphic Press*

The position of Portugal in some respects resembled that of Switzerland, for the German conquest of much of Europe — coupled with Nazi infiltration and influence in Spain — had cut her off from the rest of the Continent. But there were important differences both geographical and political.

Portugal was an Atlantic State, whose hardy seafarers had in past days sailed all the oceans and done much colonization; the Portuguese empire was some 800,000



# *Diary of the War*

## JULY, 1940

**July 1, 1940.** Rumania renounces Anglo-French guarantee of her integrity. R.A.F. fire oil refinery at Augusta, Sicily. Successful raids in Kenya area. Graziani made C.-in-C. of Italian Forces in North Africa. British steamers "Empire Toucan," "Guido" and "Zarian" reported torpedoed. Bombs fall on N.E. coasts of England and Scotland. Two raiders destroyed. Enemy landings in Channel Islands announced.

**July 2.** Four Italian submarines reported sunk in Mediterranean. R.A.F. bomb battleship "Scharnhorst" in Kiel docks, aerodromes in Germany and ammunition barges at Rotterdam. Raids on N.E. coast towns and places in S.W. England and Wales. British liner "Arandora Star," carrying enemy internees to Canada, sunk by U-boat.

**July 3.** Royal Navy seize all French warships in British harbours. Those in North African ports which refused conditions offered are fired upon, one sunk and many damaged. R.A.F. bomb objectives in Belgium and Holland. Daylight raids over England and Scotland. Seven Nazi bombers shot down.

**July 4.** R.A.F. make heavy day and night raids on targets in N.W. Germany, Holland and Belgium. Nine enemy fighters shot down near Sidi Barrani, Western Desert. British garrisons at Kassala and Gallabat, Sudan frontier, withdraw. Bombs fall on Portland.

**July 5.** R.A.F. sink large German supply ship off Dutch coast and damage another. Night raids on enemy naval bases, docks, railway junction and aerodromes. Troops and transport near Bardia, Libya, bombed. Pétain Govt. severs diplomatic relations with Britain.

**July 6.** Fleet Air Arm attack battleship "Dunkerque" grounded at Oran. Demobilization of French Fleet at Alexandria proceeds. R.A.F. bomb seaplane bases at Norderney and Hornum, and shipbuilding yards and aerodromes. Italian warships in Tobruk harbour attacked from air. Aerodrome at Catania, Sicily, raided. Two bombers shot down off British coasts.

**July 7.** Submarine "Snapper" reported to have torpedoed five German supply ships. R.A.F. bomb targets 300 miles inside Germany. Bergen oil tanks fired by Fleet Air Arm. Night bombers attack Ludwigshaven and Frankfurt, naval barracks at Wilhelmshaven, canal basin at Duisburg-Ruhrort and several Dutch aerodromes. Three enemy fighters destroyed off S.E. coast.

**July 8.** Destroyer "Whirlwind" reported sunk by U-boat. French battleship "Richelieu" at Dakar, having refused British terms, is put out of action. R.A.F. raid Ostend. Invasion barges concentrated on canals heavily bombed. Night bombers attack Kiel and Wilhelmshaven, oil refineries at Homburg and many aerodromes. Three raids by enemy on Malta. Eight Nazi aircraft shot down over Britain.

**July 9.** Mediterranean Fleet contacts Italian forces east of Malta and damages battleship. H.M. submarine "Parthian" sinks Italian U-boat. Other naval forces carry out sweep towards Central Mediterranean and destroy 20 attacking aircraft. Night raids on Wilhelmshaven, Bremen, Mannheim and many aerodromes. Eight Nazi aircraft shot down over Britain.

**July 10.** Fleet Air Arm sink Italian destroyer in Sicilian harbour. Large-scale air fighting off S. and E. coasts; 14 enemy aircraft shot down, 23 severely damaged.

**July 11.** Dawn raid on Boulogne aerodrome. R.A.F. attack targets in France and Low Countries, including invasion barges. Night raids on Cologne, Ludwigshaven, Siegburg and Bremen. Enemy 'planes attack shipping and other coastal objectives; 23 shot down.

**July 12.** Night raids on Emden and Kiel. Enemy machines reported over S.W. England, Wales and Scotland. Eleven bombers destroyed.

**July 13.** R.A.F. make night raids on docks at Hamburg, Wilhelmshaven, Bremen and Emden, factories, oil refineries, goods yards and 14 enemy aerodromes. R.A.F. attack El Aden, El Gubbi, Bardia and Tobruk. Twelve raiders shot down over Britain.

**July 14.** H.M. destroyer "Escort" reported lost. R.A.F. attack Bremen, Hamburg, Hamm, Soest, oil storage depot at Ghent and many aerodromes. Shipping in Tobruk harbour attacked and many Italian posts in Libya and Eritrea. Garrison in British Moyale withdraw. British convoy attacked in Straits by enemy aircraft; seven shot down.

**July 15.** Submarine "Shark" reported lost. R.A.F. attack aerodromes in France and Low Countries, oil refineries at Hanover and targets at Paderborn, Hamm and Osnabruck.

**July 16.** Bombing raids reported on Tobruk, Bardia and El Gazala. R.A.F. attack aerodromes and barge concentrations in Northern France. Three bombers shot down off Britain.

**July 17.** U-boat sunk in Atlantic by Australian flying-boat. Reported that R.A.F. have put out of action double aqueduct of Dortmund-Ems canal. Further attacks on barge concentrations in Holland and Belgium, aerodromes at Merville and Hertogenbosch, oil depots at Ghent and in the Ruhr.

**July 18.** R.A.F. make daylight raids on barges near Rotterdam, Boulogne harbour and other targets. Night attacks on Emden, Harlingen, Willemsoord, Ghent, Bremen and Essen. Italian bases in E. and N. Africa raided. Two Nazi 'planes destroyed.

**July 19.** Italian cruiser "Bartolomeo Colleoni" sunk off Crete. R.A.F. raid aerodromes and seaplane bases in N. Germany and Holland. Twelve enemy aircraft destroyed round Britain. Sir Alan Brooke becomes C.-in-C. Home Forces.

**July 20.** Night raids on Wilhelmshaven and other centres. Fleet Air Arm attack Tobruk harbour. Twenty-one German raiders destroyed.

**July 21.** Submarine "Salmon" reported lost. R.A.F. attack targets at Rotterdam, Bremen, Wismar, Rotenburg, Kassel, Göttingen, Hamm, Soest and Ghent. Four raiders shot down.

**July 22.** H.M. destroyer "Brazen" reported lost. Heavy night attacks on targets in Germany, Holland, France and Norway. Night bombers attack widespread places in England and Scotland. Three shot down.

**July 23.** R.A.F. bomb aircraft factories, oil depots and aerodromes in Holland and Germany. Dornier and flying-boat shot down off Scotland.

**July 24.** German warship torpedoed in North Sea by Fleet Air Arm aircraft. British motor torpedo-boat engages six M.T.B.s, hitting one. Night R.A.F. raids on Emden, Wilhelmshaven, Hamburg, Wismar, Borkum and Texel. Twelve raiders shot down over Britain.

**July 25.** French ship "Meknès," repatriating 1,300 French naval officers and men, sunk off Portland by enemy M.T.B. Night raids on many targets in N.W. Germany and Holland. R.A.F. attack Assab and Massawa. Five vessels in Channel convoy sunk by air attack. Other widespread attacks on British shipping; 28 enemy aircraft destroyed.

**July 26.** British liner "Accra" sunk; attacking U-boats both destroyed. H.M. trawler "Fleming" lost in action between two trawlers and four dive-bombers. Daylight raids on Dortmund power station and aerodromes at Schiphol and Waalhaven. Four raiders shot down round Britain.

**July 27.** Enemy supply ships bombed off Norwegian and Dutch coasts. R.A.F. bomb Nordsee Canal, barges at Stavoren, Friesland, oil depots at Hamburg and Amsterdam, docks at Wilhelmshaven and Bremen and eight enemy aerodromes. Five raiders destroyed over Britain.

**July 28.** R.A.F. shoot down four raiders over Malta. Night attacks on oil tanks at Cherbourg and on 17 aerodromes. Nine Italian 'planes shot down over Africa and Mediterranean. Eleven raiders destroyed over Britain.

**July 29.** H.M.S. "Guillemot" destroys German dive-bomber. R.A.F. attack barges at Emden and Hamburg, oil refineries, shipping and communications in N.W. Germany, the Ruhr and Low Countries. Big air attack on Dover. Twenty-one German 'planes destroyed.

**July 30.** Award of Army's first two V.C.s. R.A.F. bomb aerodromes, barges, oil storage plants and naval base at Emden. Three raiders destroyed.

**July 31.** H.M.S. "Alcantara" damages disguised German raider off Brazil. Destroyer "Delight" reported sunk. Raids on German aerodromes and shipping.



# BATTLE OF BRITAIN, PHASE I: NAZI ONSLAUGHT ON SHIPPING, PORTS AND AERODROMES

*Air Attack on England Begins—Assault on Convoys—Mass Raids on Dover, Portsmouth and the Isle of Wight—Enormous Enemy Losses: Attack Diverted to our Airfields—Change of Tactics Fails to Diminish Nazi Casualties—Types of Enemy Aircraft Engaged—Hurricanes, Spitfires and Defiants—The Luftwaffe was Shattered—Triumph of Organization and Control—How Civilian Morale Stood the Test*

"THE gratitude of every home in our island, in our Empire and indeed throughout the world, except in the abodes of the guilty, goes out to the British airmen who, undaunted by odds, unwearied in their constant challenge and mortal danger, are turning the tide of world war by their prowess and by their devotion. Never in the field of human conflict was so much owed by so many to so few."

It was on the afternoon of August 20, 1940, that the Prime Minister, Mr. Churchill, spoke these words. Even while he stood in the House of Commons the pilots of the R.A.F. Fighter Command were fighting "undaunted by odds" high above the counties of Essex, Kent, and Surrey, above Sussex, Dorset, and Hampshire, in the brilliant summer sunshine. Berlin had boasted that the attack on England had begun. It had.

The onslaught had opened with attacks on our shipping. It was part of the German plan, which involved first the disruption of our communications by sea and land.

Nazis  
Attack  
Convoys

From their bases in France the Luftwaffe roared out over the

sea to plunge day after day to the attack on our convoys in the Channel. On August 8 they staged the biggest attack which Britain had so far experienced. Using an immense number of Junkers Ju 87 dive-bombers, the Nazis flew in waves. They came at nine in the morning, at half-past nine, at half-past eleven, and again at half-past four in the afternoon. In the morning the enemy, more than a hundred strong, attacked a convoy off the Isle of Wight, and in the afternoon one hundred and thirty machines of the Luftwaffe appeared over another convoy near Bournemouth. Each time the raiders were met by Hurricanes of the R.A.F. Fighter Command. Each time the enemy lost heavily, were dispersed, and fled. Three days later Ju 87s were in action again off the East Coast, when some 400 were employed against one of our Coastal convoys. Once again our Hurricanes tore out from their stations to grapple with the attackers, and once



DEFENDER OF LONDON

Heavy responsibility rested upon those who planned the R.A.F. defence against the Luftwaffe's onslaught. Here is Air Vice-Marshal Keith Rodney Park, who organized the fighter squadrons that decisively crushed the violent attack on London and S.E. England. He later received the C.B.

Photo, Barratt's

again the eight Browning machine-guns of our fighters took a terrific toll. The Junkers was no match for the Hurricane, and sixty-six of the enemy went hurtling down. The British losses were 26 machines, but two pilots were saved.

On August 12 the Germans carried out a mass raid on Dover. Two hundred aircraft in eleven waves came over the town, and on the same day Portsmouth and the Isle of Wight were raided by a force of about 150 aircraft. Each assault was marked by heavy losses inflicted by our fighters and ground defences; in four days the enemy lost 182 aircraft. But the raids continued. On August 13, in mid-morning, the Luftwaffe bombed areas in the Thames Estuary and Portsmouth, using even more machines. In the attack on Portsmouth it was estimated that no fewer than 400 Nazi aircraft were engaged. The German

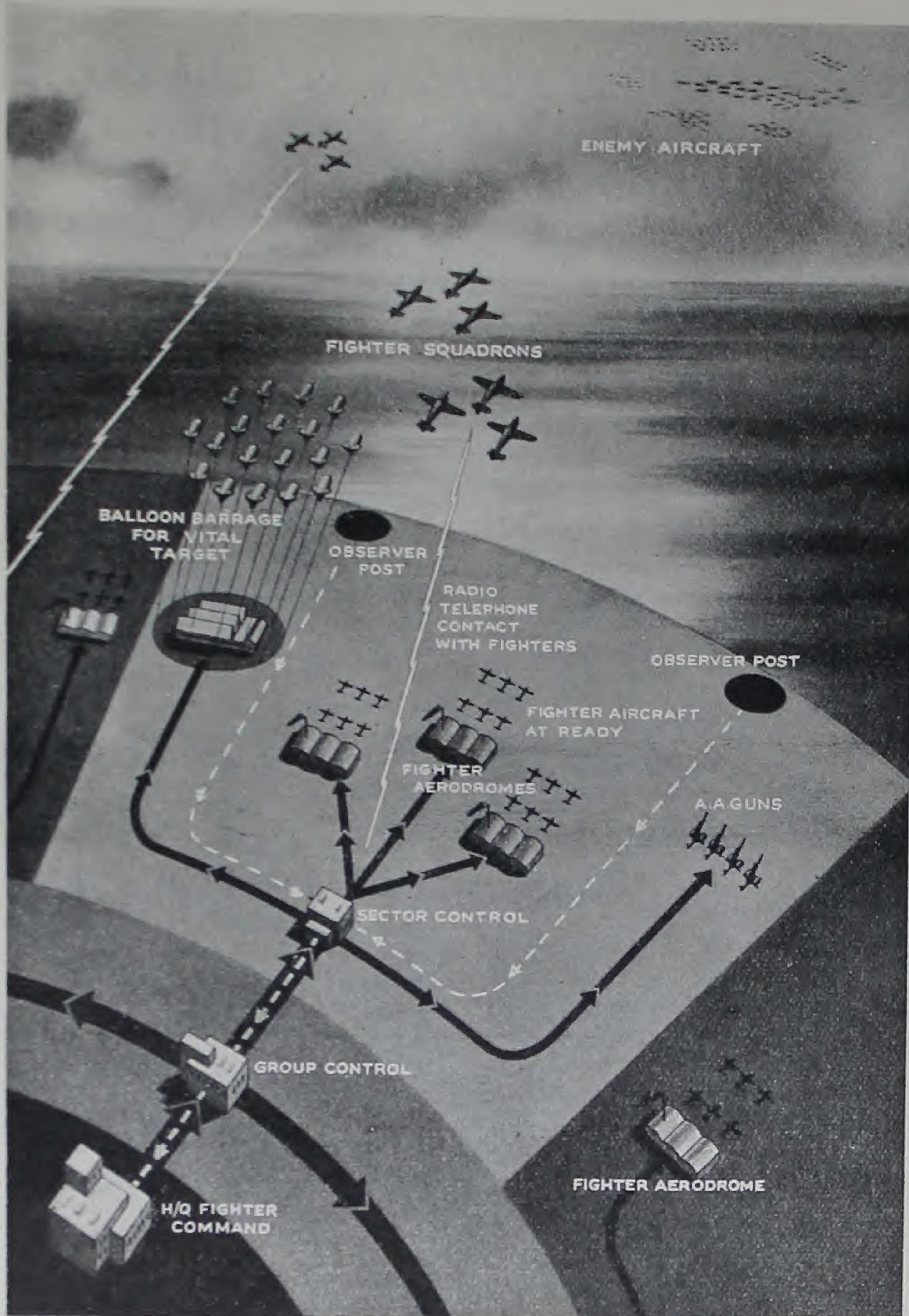
losses rose in proportion, however, and by the evening of August 13 seventy-eight of the enemy had been destroyed, while but thirteen machines of the R.A.F. had fallen. And from these aircraft ten pilots were saved.

At this stage Goering must have realized that even his mighty Luftwaffe could not withstand any longer the terrible hammering it was receiving from the R.A.F., and so he prepared to switch his main attacks from ports and shipping to aerodromes lying inland, in an effort to immobilize our fighter squadrons. On Thursday, August 15, bombers and fighter-bombers penetrated far inland. They came in hundreds seeking out aerodromes, but everywhere they were met by the R.A.F.; 180 smashed and smouldering German aeroplanes lying in many parts of England told the tale of yet another fearful defeat. Yet on the following day, and again on August 18, the foe reappeared—five hundred, six hundred, at great altitudes. Croydon, Kenley, Biggin Hill, Manston, Gosport, Tangmere, Northolt, Rochester and

Chief Attacks and Losses During August, 1940

Date	Losses		Remarks
	German	British	
Aug. 8	60	16 (3 pilots safe, 2 wounded)	Dive-bombing on ships near coast.
Aug. 11	66	26 (2 pilots safe)	Weymouth, Portland, ships, barrage balloons.
Aug. 12	62	13 (1 pilot safe)	Portsmouth, Isle of Wight.
Aug. 13	78	13 (10 pilots safe, 3 wounded)	Channel, Thames Estuary, Portsmouth.
Aug. 15	180	22 (14 pilots safe)	Biggest raid: enemy used 1,000 aircraft.
Aug. 18	141	16 (8 pilots safe)	3 mass attacks on S.E.
Aug. 24	50	19 (12 pilots safe)	Aerodromes in Kent attacked.
Aug. 25	55	13 (4 pilots safe)	Aerodromes attacked.
Aug. 26	47	15 (11 pilots safe)	Attacks on Thames Estuary, Sussex, Essex, Portsmouth, Scilly Isles.
Aug. 28	28	14 (7 pilots safe)	High proportion of fighters to bombers.
Aug. 30	62	25 (15 pilots safe)	—
Aug. 31	88	37 (26 pilots safe)	—
TOTALS	917	229 (113 pilots safe, 5 wounded)	





### FIGHTER ORGANIZATION TRIUMPH

This schematic diagram illustrates the intricate yet flexible operations control of the Royal Air Force which enabled our fighters to intercept and defeat the Nazi raiders in the Battle of Britain.

*From The Air Ministry record 'The Battle of Britain'*

West Mallang were his main objectives. The air was crowded with aircraft, filled with the roar, drone and rising scream of engines; and in the blue sky a maze of white vapour trails showed where Hurricane and Messerschmitt, Dornier and Heinkel were fighting at 400 miles an hour. The Hurricanes maintained the slaughter: in those two days 245 machines of the Luftwaffe were shot down; in ten days the Nazis lost 697 aircraft. For our part, 153 machines were lost, but 60 pilots survived.

In these assaults the tactics were changed: the bomber formations were diminished, while their protective escorts of fighters were enlarged. The fighters flew at great heights—generally some 5,000 feet above the bombers, but sometimes as much as 10,000 feet above them. They flew in a "box" formation, with one group above and ahead, another to a flank or at the rear, and others going to and fro between the bomber sub-formations.

How the R.A.F. countered the enemy attacks is disclosed in the first official account of these fateful weeks, entitled "The Battle of Britain," from which, by permission of H.M. Stationery Office, we quote.

"Generally the enemy attacks were countered by using about half the available squadrons to deal with the enemy fighters

### VITAL OBSERVER CORPS

Posts such as that below, dotted throughout the various Sectors, kept Group Headquarters accurately informed of the raiders' movements, enabling Controllers to thwart and intercept to the fullest advantage. The Corps (now the Royal Observer Corps) was manned by middle-aged men from all walks of life: a typical member is inset.

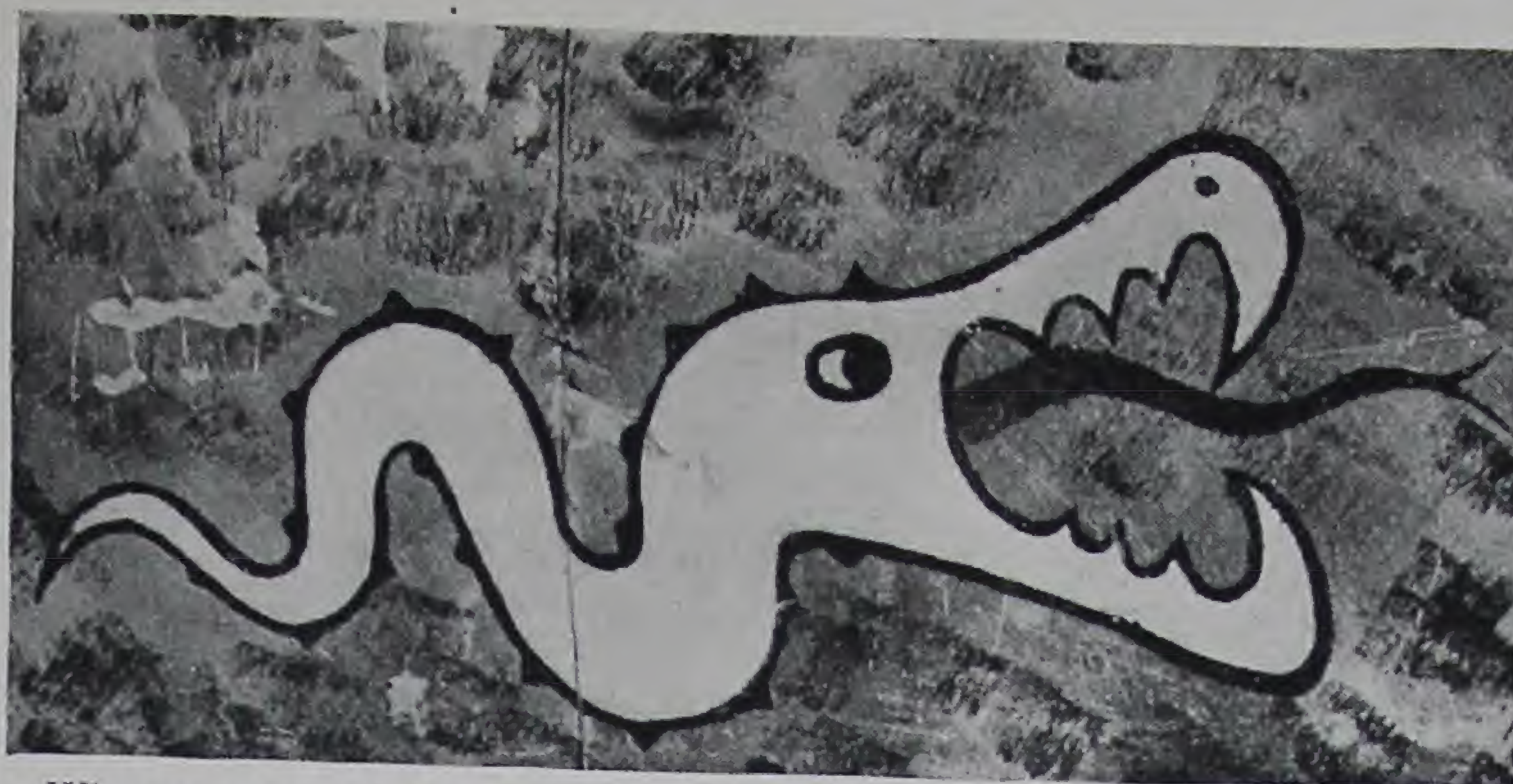
*Photos, Sport & General*







Animals both realistic and mythical, especially those with wings, apparently appealed strongly to the airman artist.



Whereas some of the designs are quite crude, as that above, almost all reflect the Nazi love of decorative display.



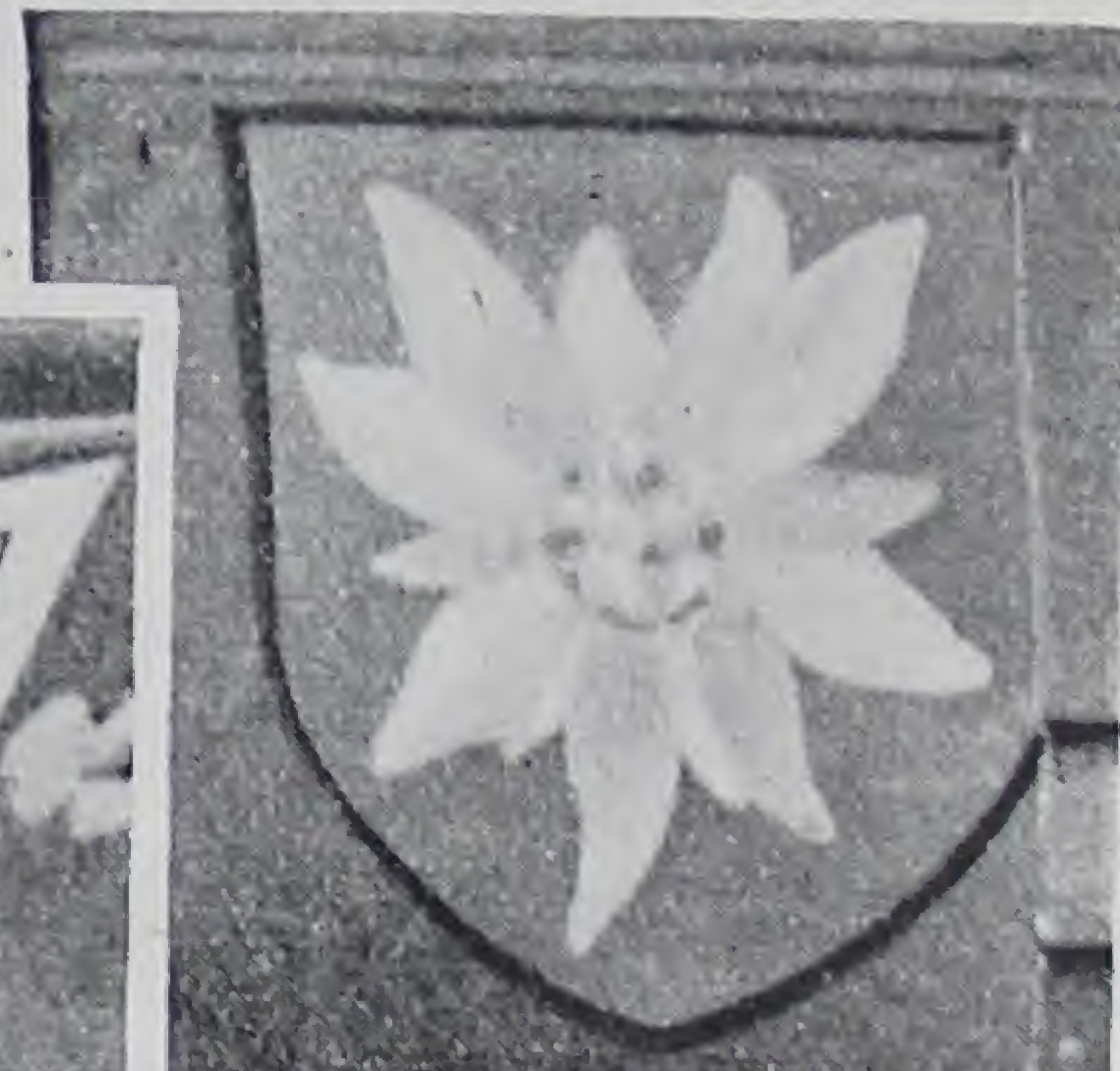
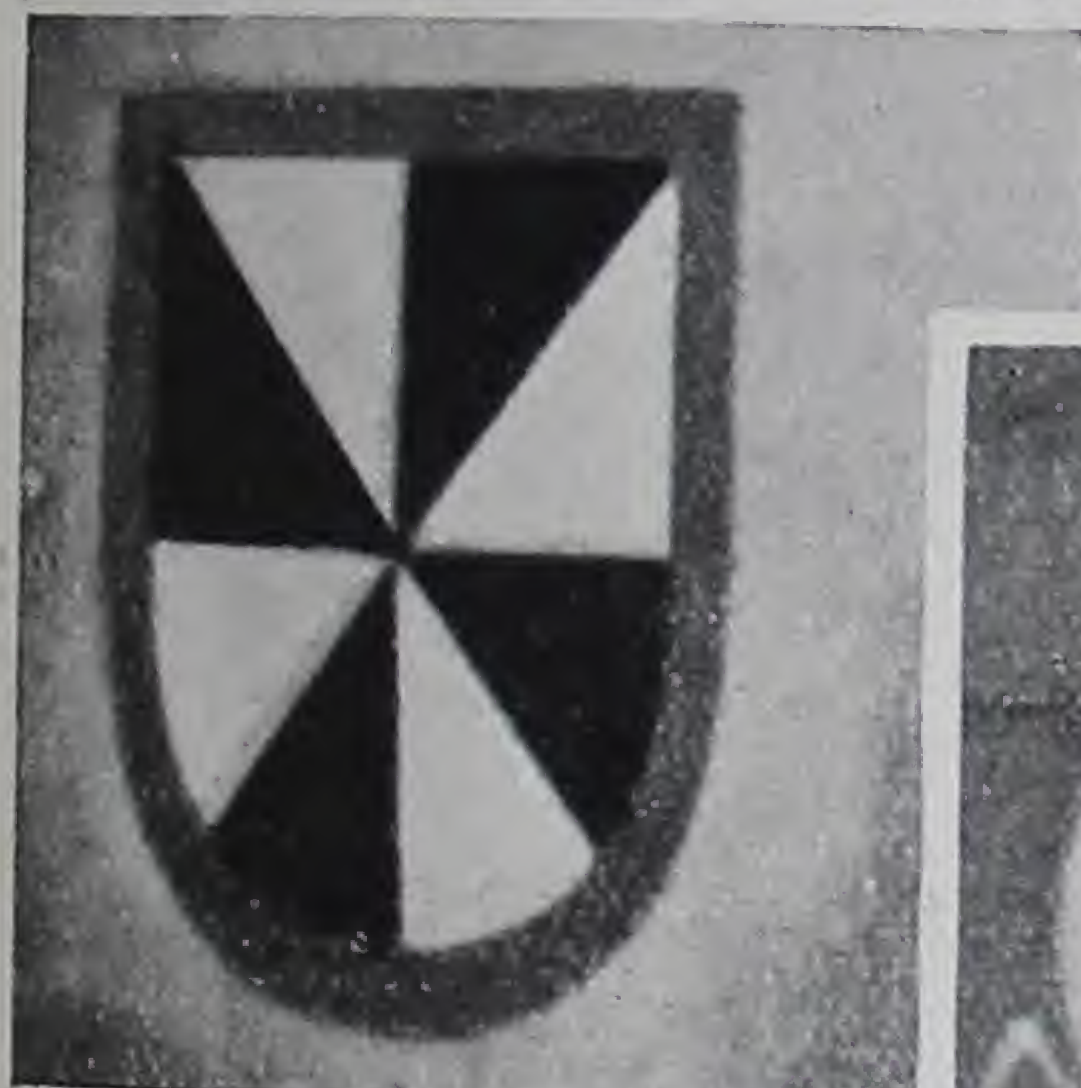
Eagles in various forms were frequently chosen—as above, top centre left and right, and bottom centre left.



Another common motif was the cat (see above and centre circle) presumably to suggest stealth at night.



Symbolizing the enemy—a map of Britain and Northern Ireland, with Eire carefully indicated as neutral.



### NAZI BATTLE BADGES OF THE SKIES

In page 936 is reproduced a selection of emblems from Allied and German aircraft in the early months of the war. It is evident that the Luftwaffe greatly favoured the use of these interesting devices, and here are fourteen further examples—in this case all taken from German fighters and bombers brought down during the Battle of Britain in the autumn of 1940. The running boar on the left is of special interest as it was reputed to be the insignia of Goering's own squadron. In addition to these emblems, certain units had the noses of their aircraft painted in distinctive colours: famous among such were the Yellow-Nosed Fighter Squadrons.





### PORTLAND TAKES TOLL OF ITS ATTACKERS

The Battle of Britain opened on August 8, 1940, with fierce bombing of shipping off Bournemouth and the Isle of Wight. Three days later heavy attacks were delivered on Portland and Weymouth, possibly with a view to testing the strength of the coastal defences. Some damage was caused, but the Nazi losses were disproportionately heavy. Top is a Junkers 88 forced down at Portland in this raid, while below is the town during a subsequent attack on August 15.

*Photos, Associated Press*

and the rest to attack the enemy bombers, which flew normally at from 11-15,000 feet, descending frequently to 7,000 or 8,000 feet in order to drop their bombs. Our fighter tactics at this stage were to deliver attacks from the stern on the Me 109s and Me 110s. This type of attack proved effective because these aircraft were not then armoured. This success of our fighter tactics at this stage can be gauged by a comparison between our losses in pilots and those of the enemy. The ratio was about seven to one and might have been even more striking if so much of the fighting had not taken place over the sea."

The machines the Germans were using at this time were the Me 109 single-seater fighter, the Me 110 two-three-seater fighter-bomber, the Dornier 17 bomber, the Dornier 215 bomber, the Heinkel 111 bomber and the Junkers Ju 88. The Me 109 is an all-metal low-wing monoplane equipped with cannon and machine-guns. Its top speed is about 350 m.p.h. The Me 110 also is a low-wing cantilever monoplane, with its two engines installed in the wings. It has two cannon fitted in the nose and

four fixed machine-guns, while another movable gun is installed at the rear of the enclosed cockpit to be used by the gunner. The maximum speed of this machine is some 365 m.p.h., but because of its high wing-loading and big span it has no great power of manoeuvre. It is a formidable machine, however. Because of its heavy wing-loading the Me 109 also is at a disadvantage in manoeuvre, which is one of the reasons why our fighter pilots flying the Hawker Hurricane destroyed so many of the enemy.

The German bombers used at this period for the assault on Britain were all of the twin-engined cantilever monoplane type. The Dornier 17, nicknamed the "flying pencil" because of its long and slender fuselage, flies at 310 m.p.h., and carries two fixed forward-firing machine-guns in the fuselage, one movable gun on the top of the fuselage just behind the wing, and one projecting from the floor. The Dornier 215 is an improved

version of the Do 17, with a slightly higher top speed. The Heinkel 111 carries a crew of four and is armed with three machine-guns only. Its speed is 275 m.p.h. The Junkers Ju 88 was introduced in the first place as a dive-bomber, and while it is still used as such it is also employed as an ordinary bombing machine. In armament and general performance it is similar to the Heinkel, with a somewhat higher top speed.

Against these types, which were thrown into the battle in hundreds, the R.A.F. was equipped with the Hawker Hurricane, the Supermarine Spitfire, and, to a lesser extent, the Boulton Paul Defiant.

**Hurricane,  
Spitfire and  
Defiant**

In the form used in September, 1940, the Hurricane had a maximum speed of 335 m.p.h. Its eight Browning machine-guns, which have a rate of fire of 1,200 rounds per minute, are installed in the wings. The Spitfire, at that time similarly armed and powered with the same engine—the Rolls Royce 12-cylinder liquid-cooled Merlin—had a speed of 366 m.p.h. The Boulton Paul Defiant is in another class, since it is a Merlin-engined two-seater fighter



equipped with four Browning machine-guns mounted in a power-operated turret behind the pilot. Flying these aircraft, though greatly outnumbered, the squadrons of the R.A.F. Fighter Command smashed and shattered the Luftwaffe wherever it appeared.

These victories were due to the superb spirit, courage and skill of the pilots and to the magnificent qualities of the aeroplanes they flew. But without the splendidly efficient organization behind them their efforts would have been of little avail. The main principle employed throughout the Battle of Britain was the securing of sufficient strength of fighter aircraft, assembled at the right height at a spot where they could plunge to meet the enemy formation and break it up before it could reach its objective. The squadrons were maintained at their sector aerodromes in various states of preparedness. Some were detailed for duty at a prescribed hour; others were ready to take off

within a certain number of minutes; still others—the “Stand-by” squadrons—had their machines with nose into wind, engines warmed up and pilots in the cockpits, ready to take off instantly upon orders from Group Headquarters.

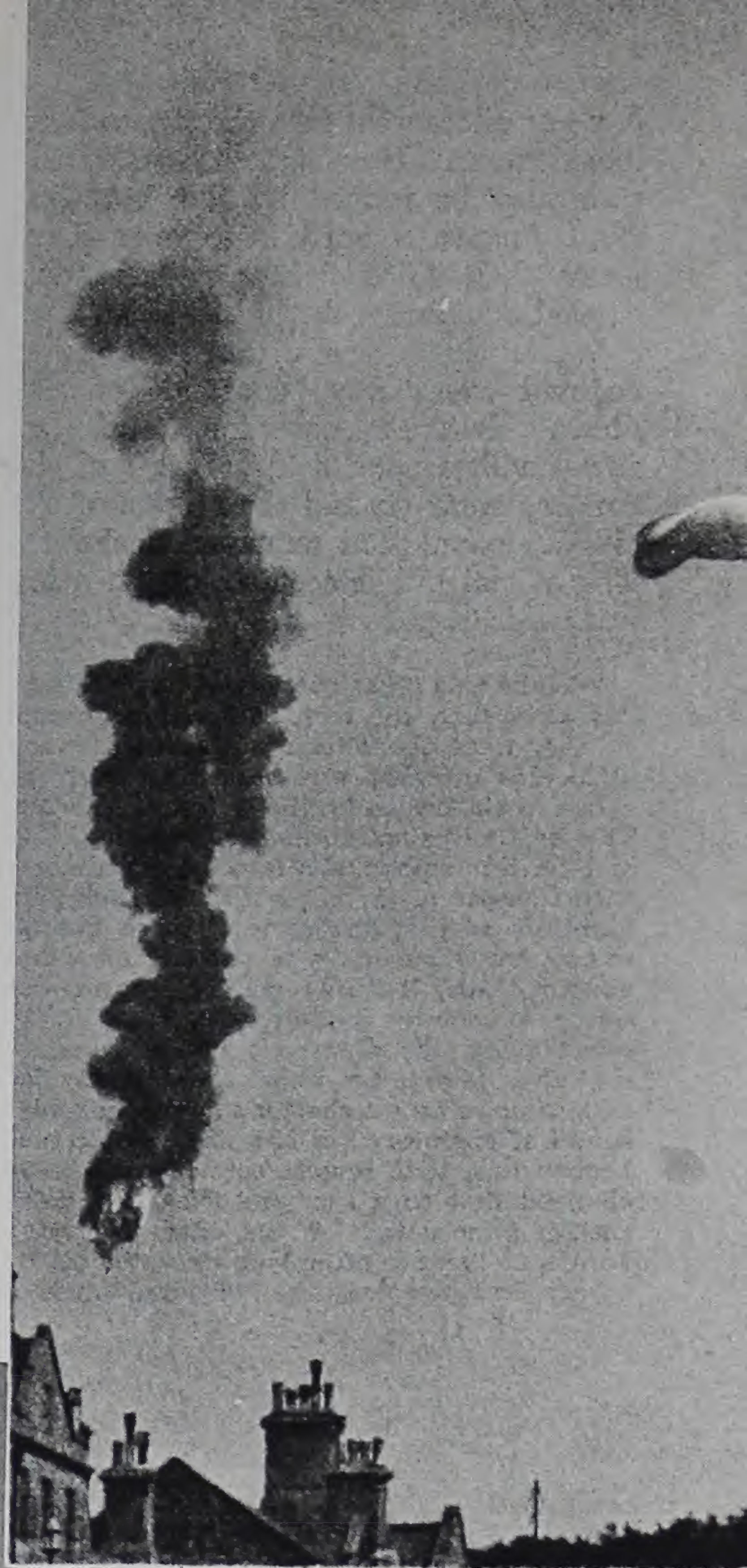
The approach of enemy raiders was signalled and passed to Operations Rooms, in which the development of the attack was recorded by symbols on a large map table. Upon the information received in the Operations Room the Controller based his plans. Throughout the onslaught the greatest care was taken that the fighting was borne equally by the fighter units engaged. No squadron was used which had not had previous experience in air fighting; led by pilots of the finest type, every unit operated with a fine team spirit and with perfect discipline. On many occasions a single squadron of Hurricanes rushed into the attack to break up and disperse in complete confusion huge formations of bombers. Day after

#### WARM RECEPTION FOR BALLOON BURSTERS

Disconcerted by the strength of our fighter force after a week's hard hammering, on August 15 the enemy amplified his assaults on coastal towns by raids on fighter aerodromes in the S. and S.E. Attempts to shoot down barrage balloons were a feature of this phase, and the lower photograph shows such an attack at Dover, on August 16, 1940, being met by vigorous A.A. fire.

Right, a balloon falls in flames.

*Photos, Associated Press; Sport & General*





day our pilots went into the sky to fight like demons. How immense was their task may be judged by the fact that from August 8 until September 5 no fewer than 4,532 fighter patrols were carried out during daylight—156 a day.

While this great drama was being enacted every day thousands of feet above Britain's coastline, and her towns, villages and fields, the life of the country went on and the morale of the civilian population remained unshaken. The official publication, in commenting upon this, says:

"While this great battle was being fought day after day, the men and women of this country went about their business with very little idea of what was happening high up above their heads in the fields of the air. This battle was not shrouded in the majestic and terrible smoke of a land bombardment, with its roar of guns, its flash of shells, its fountains of erupting earth. There was no sound nor fury—only a pattern of white vapour trails, leisurely changing form and shape traced by a number of tiny specks scintillating like diamonds in the splendid sunlight. From far away there broke out from time to time a chatter against the duller sound of engines. Yet had that chatter not broken out, that remote sound would have changed first to a roar and then to a fierce shriek, punctuated by the crash of heavy bombs as bomber after bomber unloaded its cargo. In a few days the Southern towns of

England, the capital of the Empire itself, would have suffered the fate of Warsaw or Rotterdam."

Throughout this opening phase of the Battle of Britain London grew increasingly familiar with the sirens which sounded the "alert" and the "all-clear" many times almost every day. Enemy machines approached the capital in huge numbers, passing over the Thames Estuary, where they met tremendous fire from the A.A. batteries. The Hurricanes and Spitfires converged to the attack, and the Luftwaffe formations were broken and scattered time after time. For many months the populace had awaited the inevitable onslaught, and everyone was keyed up. There was a tense atmosphere of suspense, yet at the same time an absence of fear. Eyes were turned upward to watch the specks which were machines, and the vapour trails that marked their passing. The raids, the destruction caused by bombs, and the number of German aircraft shot down became the main topic of conversation.

In those weeks of August many people saw for the first time the ugly scars of war. Familiar buildings, known to them for many years, were obliterated in a night: the remains of houses, shops, churches or hospitals, lying as a heap of rubble shrouded by dust, marked the

path of the Nazi bomber. Road traffic on the outskirts of London and within the metropolis suffered disorganization because of damage to sewers, gas or water mains and electric cables. For many days barricades stood in streets, carrying arrowed yellow signs bearing the word "Diversion." Lying deep in the ground behind those barriers were delayed action bombs. A testing time had come for the courage and firmness of ordinary men and women, who were now truly "under fire"; a time of trial for the A.R.P. organization and the whole civil defence system.

The London suburbs and a wide dormitory region of the Home Counties all experienced bombing. Country towns, villages and hamlets in South and South-East England were frequently raided and, especially in Kent, wrecked German aircraft sprawling in fields were a common sight. Before the air offensive had opened there had been some popular conjecture as to the effectiveness of the Anderson shelter provided in hundreds of thousands by the Government. The raids during August furnished many instances in which this simple structure had saved lives; and the daily newspapers reported numerous cases of people taking cover in the shelter who had emerged unscathed after a bomb had exploded within a short distance of it. But there still remained a divergence of opinion about

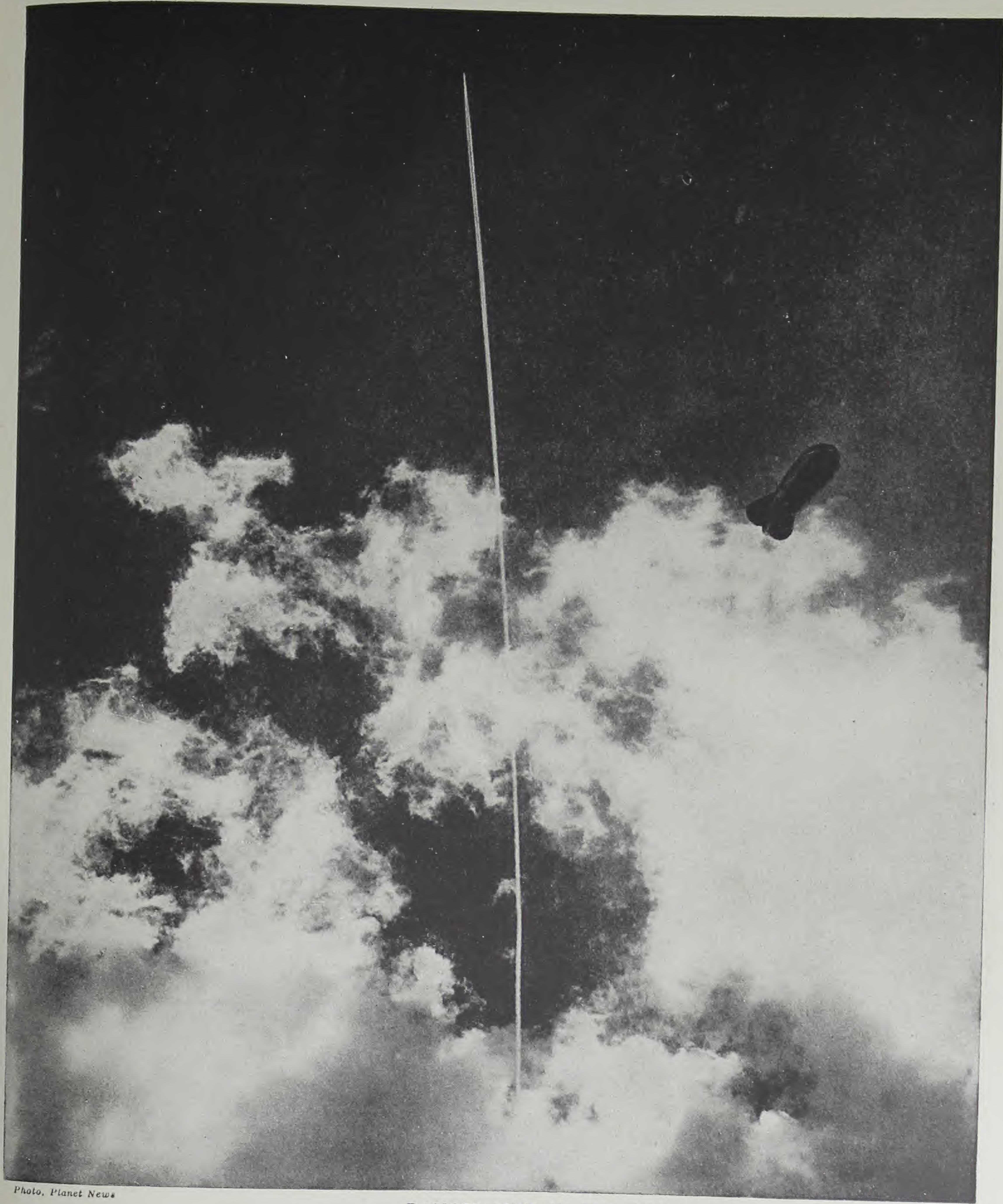
#### RESCUE BOATS FOR FRIEND AND FOE

Many survivors of air battles came down by parachute into the sea. To succour these the R.A.F. maintained its own fleet of speedy motor-boats, which were in almost continuous action. Here one of them is returning to Dover after a rescue attempt: inset is a closer view of the 63-ft. craft.

*Photos, Planet News; Keystone*







Photo, Planet News

#### DANGER SIGN IN THE SUMMER SKY

At the time it was being fought the people of Britain recked little of the vital import of the great campaign in the skies. Perhaps the most memorable evidence they had of the long succession of air-combats was the strange pattern of fleecy smoke trails that interwove with the summer clouds so often in those days. These artificial clouds were produced by the exhaust gases of the contending aircraft condensing in moist layers of air. Above is a typical trail thrown out by a lone enemy reconnaissance 'plane.



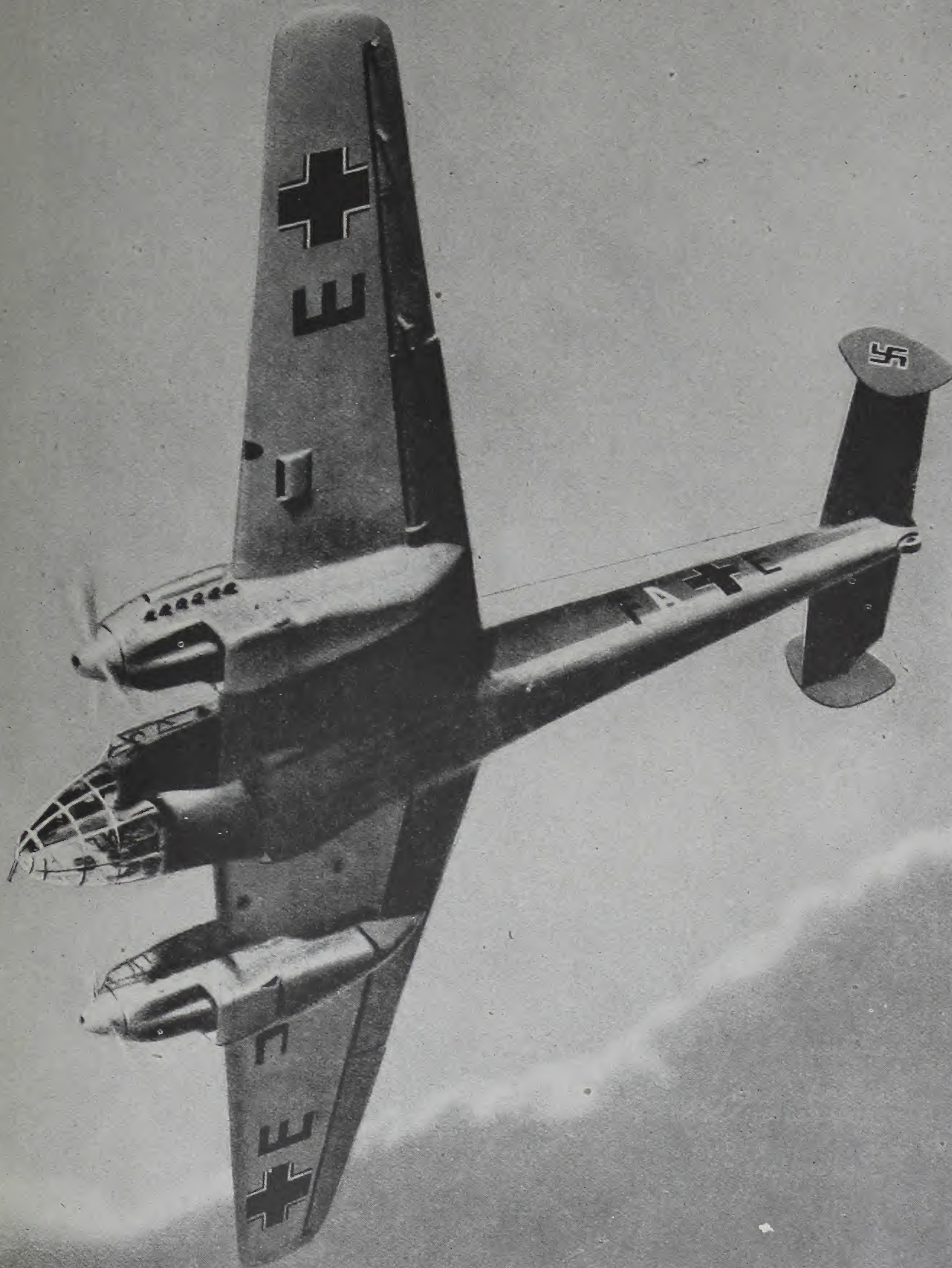


#### POTENT COMRADE OF SPITFIRE AND HURRICANE

Two main types of fighter were used by the Germans in the Battle of Britain—the Me 109 and the Me 110—occasionally supported by the Heinkel 111. To combat these the R.A.F. flew the Spitfire and Hurricane and, at times, the Boulton Paul Defiant. This powerful two-seater fighter (here shown) first made a name for itself during the invasion of the Low Countries in May, 1940, and later over Dunkirk, where 12 Defiants shot down 38 enemy 'planes, without loss. Powered by a Rolls Royce Merlin engine of over 1,000 h.p., giving a speed in excess of 300 m.p.h., the Defiant is remarkable for its power-operated turret armed with 4 Browning guns.

*Photo, British Official: Crown Copyright*



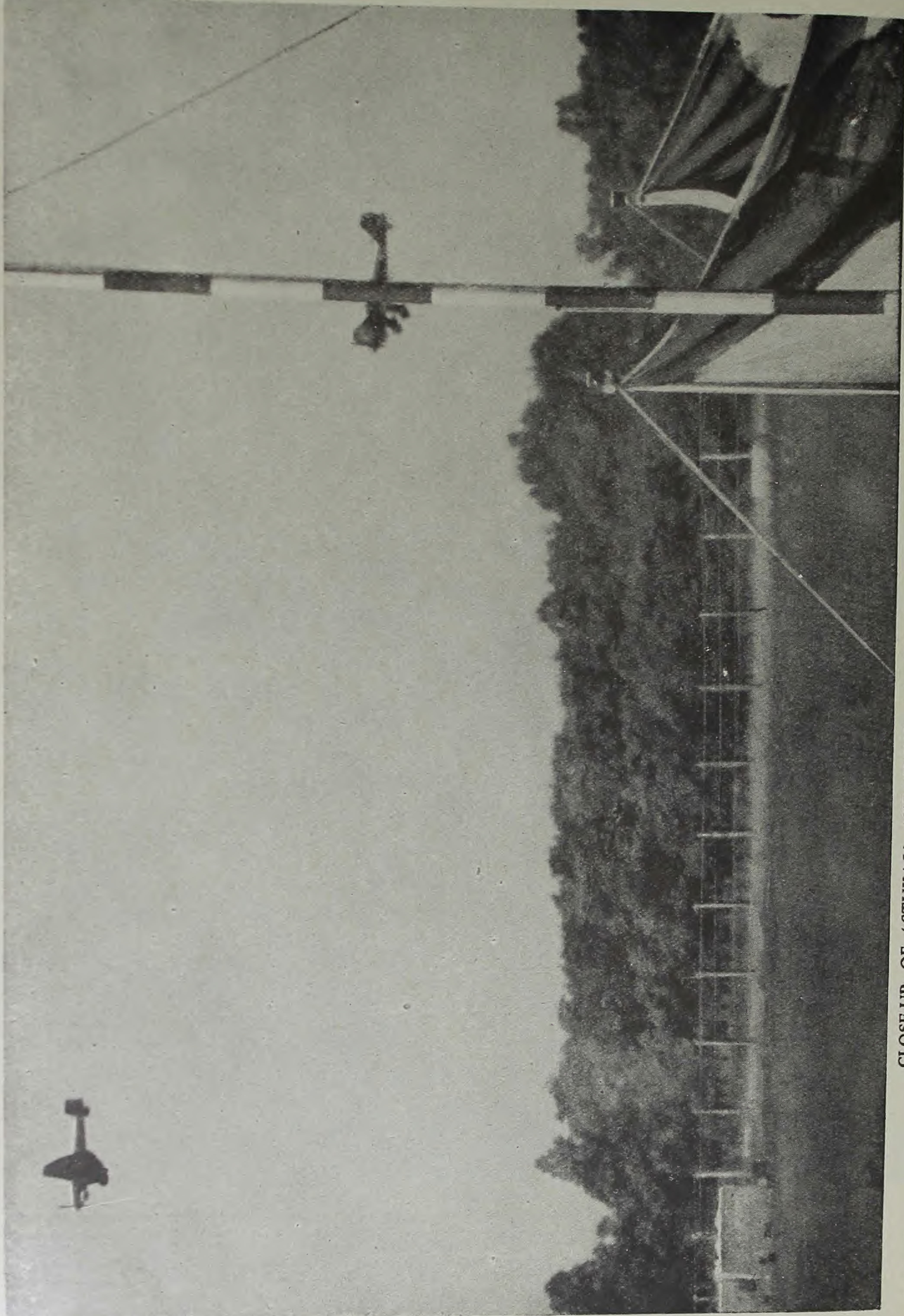


#### CRACK FIGHTER-BOMBER OF THE LUFTWAFFE

Announced in the German press in the spring of 1940 as 'a masterpiece of Professor Messerschmitt . . . the latest weapon against England,' the Messerschmitt Jaguar found a place among the enemy's striking forces in the Battle of Britain. Towards the close of this great struggle these speedy fighter-bombers replaced the Luftwaffe's long-range bombers in the intensified night assaults on London. Outwardly very similar to the Me 110, save for the glazed bomb-aiming nose, the Jaguar was a low-wing monoplane, powered by two Daimler-Benz liquid-cooled engines, and had a speed in the region of 360 miles per hour.

*From the "Berliner Illustrierte Zeitung"*





### CLOSE-UP OF 'STUKAS' ATTACKING A.A. GUNS

The week-end August 16-18 saw the climax of the fierce attacks by the Luftwaffe on the coasts and aerodromes of S. and S.E. England (see diagram page 1164) when on the two days, Friday, August 16, and Sunday, August 18, no fewer than 332 German aircraft were known to be destroyed, with a loss of only 59 British machines (29 pilots saved). In this photograph, Junkers 87 dive-bombers are seen machine-gunning an A.A. gun emplacement on the S.E. coast. A photographer 'shot back' with his camera and obtained this remarkable close-up photograph.

Photo, Associated Press



using the "Anderson"—especially when "alerts" were prolonged for some hours; many people preferred to "take a chance" within their homes, often sheltering beneath the stairs, a place of comparative safety.

At first the general tendency during day alarms was to take cover; most traffic ceased and the streets emptied. But, as the sounding of the siren became more frequent, familiarity bred a feeling akin to indifference, which grew to such an extent that the authorities took action. Posters were displayed urging people to take cover during raids and warnings were issued in the Press.

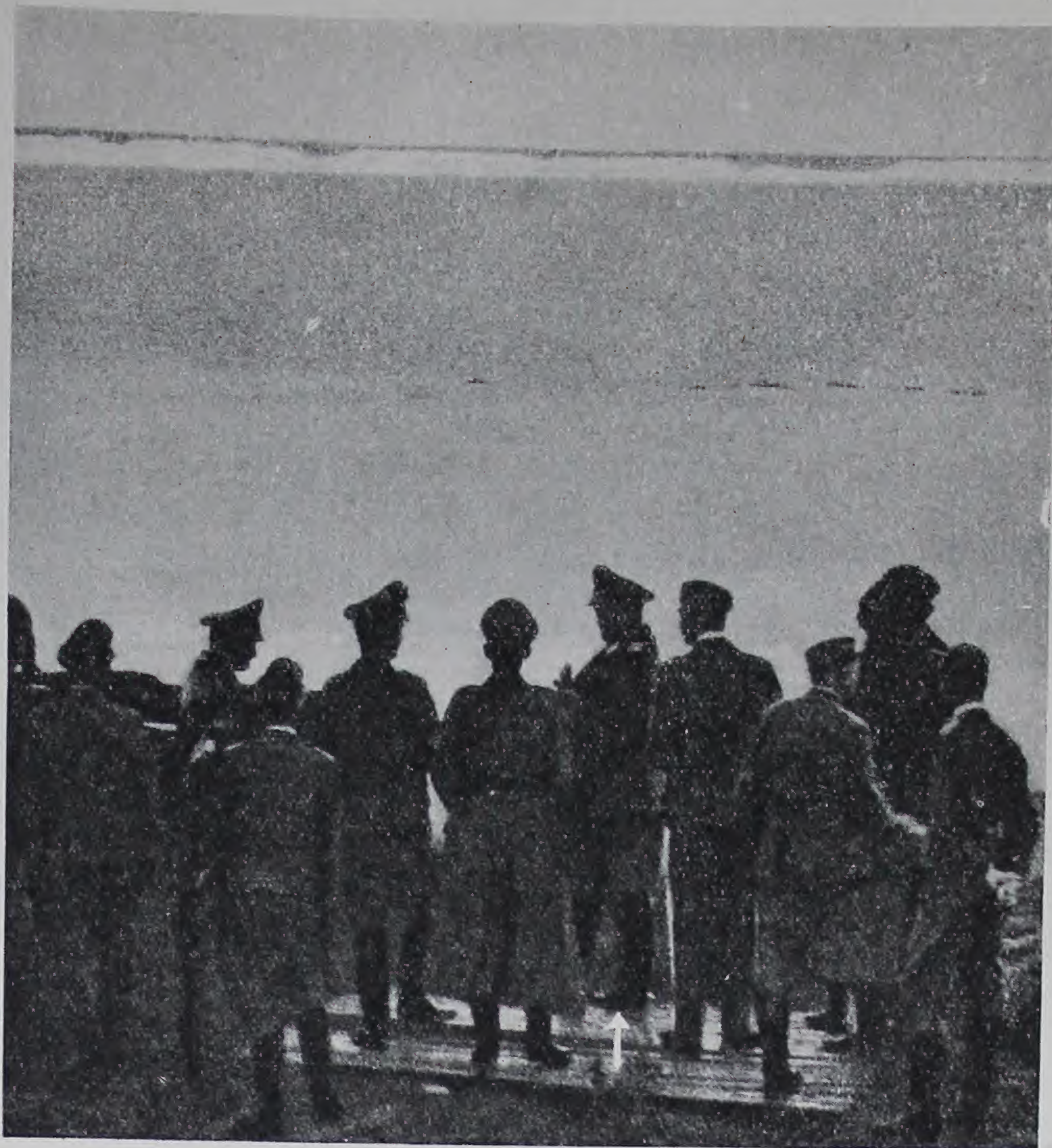
The indiscriminate aerial bombing of August was no new experience for the people of Great Britain, for many of the raids of June and July on London

and other parts of the country (considered in Chapter 107 and mapped in page 1129) were

equally indiscriminate, and it had already been made clear that terrorization from the air was bound to fail. The scale on which such attacks were made on non-military objectives was in August greatly increased, and it was well that elaborate preparations and defensive measures were everywhere ready for instant operation. Those measures might be subject to criticism, as they were, particularly in regard to the provision of deep shelters, but these were matters that were to be remedied as experience directed. On August 23 bombs were dropped on the outer suburbs of London, and the next night, for the first time, they fell on Central London. Thereafter night attacks became widespread (see Chapter 114).

The civil defence organization, the A.R.P. workers, men of the A.F.S., the First Aid, Rescue and Demolition parties at the beginning of August numbered 1,500,000 workers, of whom all but 1 in 7 were unpaid volunteers. That organization, built up during a year of waiting for the bombers and subject to much thoughtless criticism, worked exceedingly well when put to the grim tests of the summer and autumn months. Later still they earned the greenest laurels.

The active defences organized under, or in association with, the Fighter Command comprised the R.A.F. fighters, the anti-aircraft guns, the searchlight units and sound locators, the Barrage Balloons (a separate Command) and, as an ancillary, the volunteer Observer Corps. At the head of them was Air Marshal Sir Hugh Dowding as Air Officer Commanding-in-Chief, Fighter Command, from July 1936 to November 1940. Then he was promoted Air Chief Marshal and went to the United States



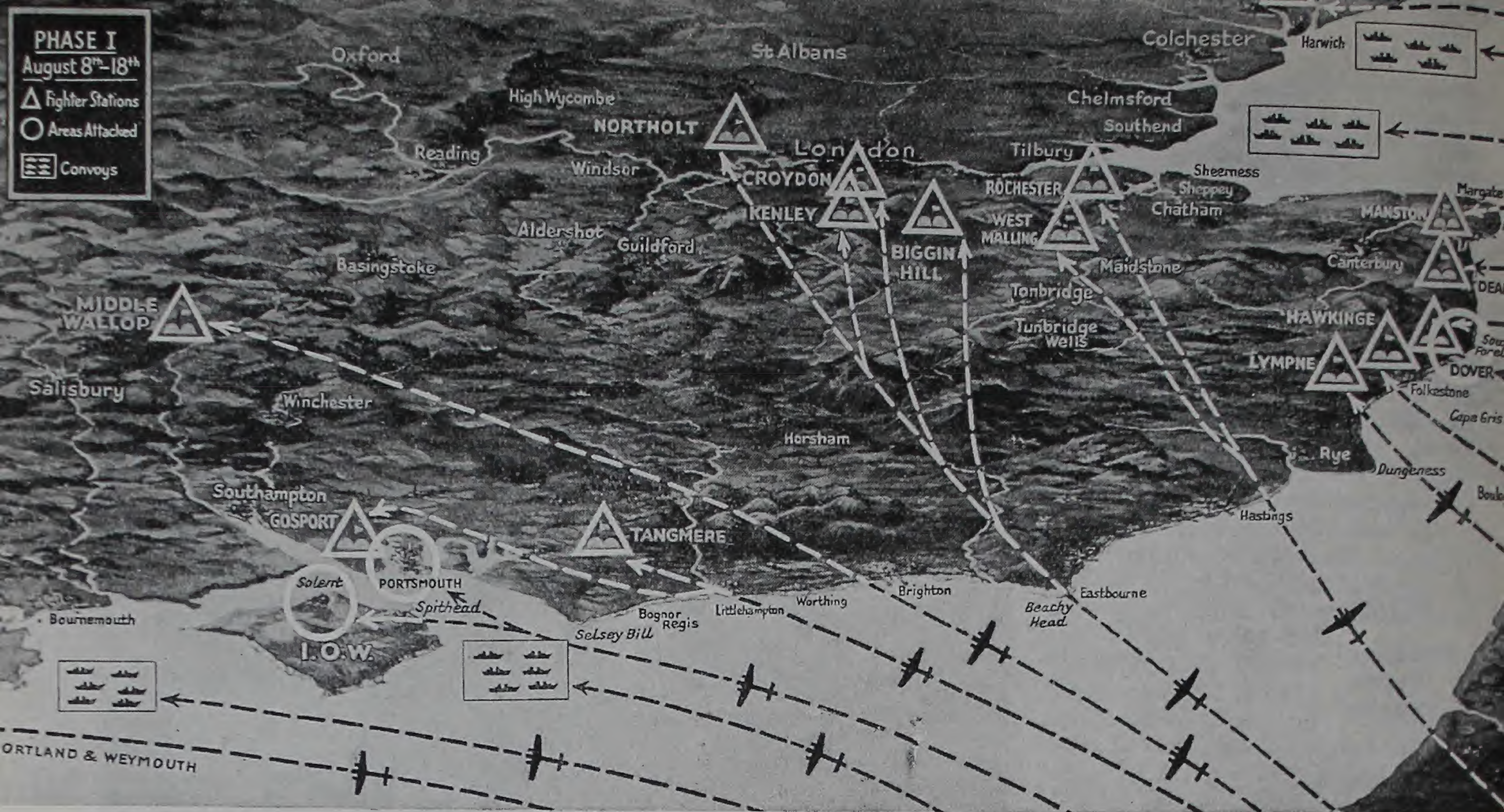
#### FROM BOTH SIDES OF THE CHANNEL

Marshal Goering and officers of the Luftwaffe staff are seen in the photograph above (received through a neutral country) gazing across the Channel at the coasts they were attacking so fiercely and with so little effect in the first phase of the battle. Below are Nazi airmen, whose planes were shot down over Britain in early August, arriving in London under guard.

*Photos, F.N.A.; Planet News*







### BATTLE OF BRITAIN, FIRST PHASE

As the official record pointed out, the air struggle which began on August 8, 1940, was the first great air battle in history—'Nothing like it has ever been fought before in the history of mankind.' Here in picture diagram is shown the scope of eleven days' offensive, when massed formations of bombers, escorted by single and twin-engined fighters 5,000 to 10,000 feet above the bombers, made 26 attacks. Convoys, coastal towns and fighter aerodromes were the targets.

In the result Goering lost 697 machines against 153 British, with 60 R.A.F. pilots safe.

*From the Air Ministry record, "The Battle of Britain"*

on special duties. Much of the magnificent achievement of British fighters in the summer and autumn of 1940 was justly ascribed to his inspiring leadership and the brilliant Fighter organization for which he was responsible (see diagram page 1154).

Other leaders in the "first great air battle in history" were the Chief of Air Staff, Marshal of the Royal Air

both air and ground staff that were recorded cannot be listed here, and even more probably went without public or official acknowledgement. The

King made an acknowledgement of the nation's gratitude on August 16. The first Victoria Cross to be won by a Fighter pilot in the British Isles was gained by Flight-Lt. James Brindley Nicolson, of No. 249 Squadron, on August 16. The official account ran:

During an engagement near Southampton on August 16, Flight-Lieutenant Nicolson's aircraft was hit by four cannon shells, two of which wounded him, while another set fire to the gravity tank. When about to abandon his aircraft owing to flames in the cockpit he sighted an enemy fighter, which he attacked and shot down, although, as a result of staying in his burning aircraft, he sustained serious burns to his hands, face, neck and legs. Flight-Lieutenant Nicolson has always displayed great enthusiasm for air fighting, and this incident shows that he possesses courage and determination of a high order. By continuing to engage the enemy after he had been wounded and his aircraft set on fire, he displayed exceptional gallantry and disregard for the safety of his own life.

While this first great air battle was being fought, those for whose security it was waged had but a limited knowledge of what was happening. After the first reactions they showed an increasing indifference to danger. As yet the Luftwaffe had not done its worst—that was to come with the development of night bombing—and the public soon decided that life and work could not be constantly interrupted by going down to shelter.

But sometimes they were excited and gratified by the sight of Nazi bombers and fighters falling like leaves in smoke and flame. A dramatic account of such a battle on Sunday, August 18, seen when picnicking on a

#### The King to the Fighters

*The Secretary of State for Air received on August 16 the following message from His Majesty the King:*

Please convey my warmest congratulations to the Fighter Squadrons who, in recent days, have been so heavily engaged in the defence of our country.

I, like all their compatriots, have read with ever-increasing admiration the story of their daily victories. I wish them continued success and the best of luck.

GEORGE R.I.

Force, Sir Cyril Newall, Air Marshal Sir R. Peirse, Vice-Chief of Air Staff (later in the year to be A.O.C.-in-C., Bomber Command), and Air Marshal W. Sholto Douglas (who succeeded Sir Hugh Dowding in the Fighter Command in November, 1940).

The very great numbers of acts of gallantry and devotion to duty by



#### FIRST FIGHTER PILOT V.C.

Flight-Lieut. J. B. Nicolson gained his V.C. on August 16, when on patrol over the Southampton area, in combat with a Messerschmitt 110, whose cannon shells set his Hurricane on fire. (See official story in this page.)

*Photo, Planet News*





### IN THE HEAT OF BATTLE

August 15, 1940, was one of the Fighter Command's really big days, for 183 Nazi aircraft were shot down. These photographs show something of the heat of battle. Top right, Hurricanes come down to re-fuel and re-arm. Below, as the pilot steps from his cockpit to report, his tanks are being refilled. Above, he reports to the station intelligence officer how he shot down two of the enemy. Only minutes elapse before he is in the air again.

*Photos, Central Press*







### WHEN CROYDON WAS RAIDED

The aerial warfare of the summer of 1940 tested not only the famous Anderson shelters but also the substantial brick surface shelters (above, people at Croydon entering one of these on August 16). Right, a Croydon bus damaged in the August 15 raid. These incidents were associated with the raids on the well-known aerodrome.

*Photos, Planet News ; "Daily Mirror"*

ride overlooking the weald of Surrey and Kent, may be quoted. Mr. H. G. Earle, a member of the staff of the Amalgamated Press Ltd., heard enemy bombers in close formation high above.

Anti-aircraft batteries opened fire immediately, and the sky seemed full of fighter air-

craft going up in pursuit.... In a few seconds a large German bomber hurtled out of the sky like a falling leaf. The pilot managed to gain some control when



### NAZI PARACHUTE SCARE

Possibly to raise an alarm of parachutists, empty German parachutes were dropped in some numbers in the Midlands in mid-August, calling out police and military patrols. Above is one found by a patrol.

*Photo, Fox*

very near to a golf course. It was astonishing to us that the occupants of a machine-gun a farmhouse as they passed over the roof and pancaked into a field half a mile farther along apparently undamaged. We were told by someone who was near the field that the machine was a Dornier.... After a very short interval we saw a formation of Spitfires bring down two more bombers on the distant hills.

I looked at my watch. The action had lasted thirty-five minutes. Our tense nerves



near the earth and it seemed as though a safe landing might have been possible, but he made a sudden dive, hitting the ground, and the machine immediately burst into an inferno of flame and smoke. It was a terrible scene, taking place just down below us in the valley in broad sunlight....

A big black German bomber planed right across our vision about 300 feet from the earth and, with engines off, was obviously trying to land, when to our amazement there was a burst of machine-gun fire as he scraped over the roof of a farmhouse

relaxed. It was then we began to realize the perilous position we had been in. The Battle of Britain had been a reality to us. We had seen with admiration the wonderful fighting quality of our fighter pilots. The Surrey countryside was peaceful once again.

The first phase of the great battle ended officially with the evening attack on the Thames Estuary on August 18, when one squadron of 13 Hurricanes shot down in less than an hour 13 of the enemy without loss to themselves. In the eleven days' fighting (Aug. 8-18) over the shipping and ports of the South-East and East coasts the Luftwaffe had lost no fewer than 697 machines against British losses of 93 pilots and 153 aircraft. There followed an interval of five days, employed by the Germans in reconnaissance over most of the country by single machines, with some spasmodic bombing, chiefly of aerodromes. Then on August 24 the second phase opened.



# AFTER THE GERMAN CONQUEST: LIFE IN FRANCE, BELGIUM AND HOLLAND

*Systematic Robbery of France—Insidious Propaganda: Sowing of Dis-sension—A Nation Without Hope—Belgian Industries Shut Down and Agricultural Production Ordered to be Increased—Position of King Leopold—Facing a Winter of Starvation—Stubbornness of the Dutch Infuriated the Nazis: Stern Penalties Imposed—Wholesale Nazi Looting—Holland Refused to be Intimidated*

GERMANY'S attitude to those who fell beneath her yoke, while varying in method of application, was consistent (Poland excepted), during the early months of occupation, in that it aimed at three different objects, namely:

(1) Looting of food and raw materials, with the harnessing of remaining economic resources to the Nazi war machine.

(2) Keeping the population quiet by some show of politeness until accounts with Britain had been settled.

(3) Utilization of disaffected elements among the conquered peoples as (a) a means of continued Nazi domination, and (b) an instrument of foreign policy.

No country was so vitally important to Germany for future policy as France. Although conquered, France was still the only Continental country approaching in population and resources the German economic machine (Russia, of course, being excepted). Though 2,000,000 French soldiers were in German prisoner-of-war camps, and the great French armies had been disarmed and disbanded, the man-power of France could still be of considerable aid to Britain, were the latter to launch a new Continental expedition to coincide with a revolt of the conquered peoples. A nation of 42,000,000 people could not be governed indefinitely with fixed bayonets while Britain held sway across the Channel. A half of France—the un-

occupied territory ruled by Marshal Pétain—could still be coaxed, bullied or otherwise induced to modify its policy to Hitler's order so long as the rich occupied territory remained as a pawn in Nazi hands.

In Hitler's dealings with the millions of people under his rule we see alternately coming to the fore and receding again all the considerations enumerated. France was thoroughly and systematically robbed during the first four months of German occupation. In Paris the big stores were crammed with German soldiers buying silk stockings and perfumes unobtainable in Germany. In payment they offered "Occupation" marks, whose promise to pay was unsigned. German soldiers are reported as saying delightedly: "We are living like gods in France." According to the testimony of Miss May Birkhead, an American journalist, who left Paris on July 18, 1940, the Nazis were removing all valuables from private homes and from shops, and were stripping the Place de la Concorde of its statues and bronze lamp-posts.

"The Germans," she alleged, "are stealing right and left. One sees trucks lined up in

front of residences. The Germans go into the homes, take an inventory of all household goods, and cart anything valuable away. Art shops have been completely denuded."

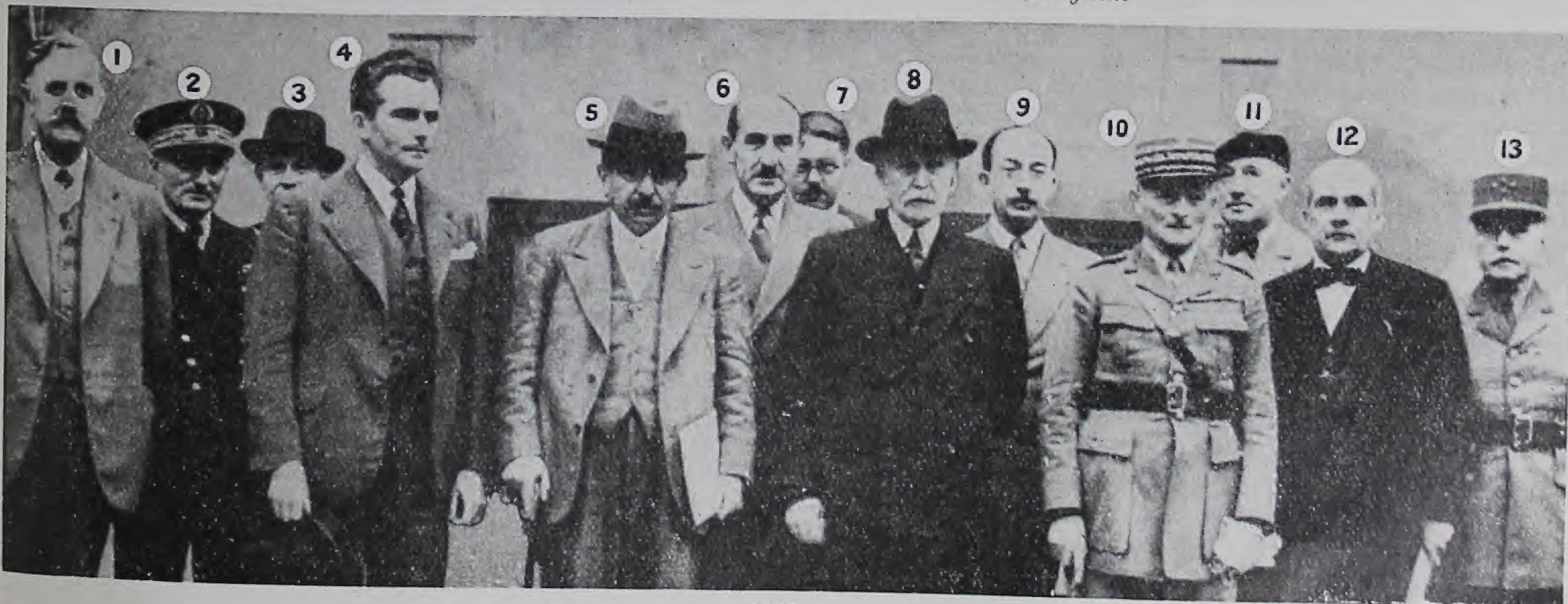
This retail robbery was completed by wholesale requisitioning by the German military authorities. No fewer than 23 train-loads of goods taken from Lyons warehouses left that city in one day. At Bordeaux whole consignments of chocolate were spirited away. Travellers from the occupied territory encountered innumerable convoys of confiscated machinery and military equipment. The Nazi haul was rich, for in the Maginot Line alone there were stored provisions, ammunition and arms sufficient to sustain large armies for many months. Huge stocks of rubber and other raw materials fell into German hands, together with the precious machine-tools of armaments works such as Citroen, Schneider-Creusot and others.

It was significant that while rationing was introduced in occupied France, the bread and butter rations for German children were increased. In their "purchases" the Germans applied the method found so successful in Norway.

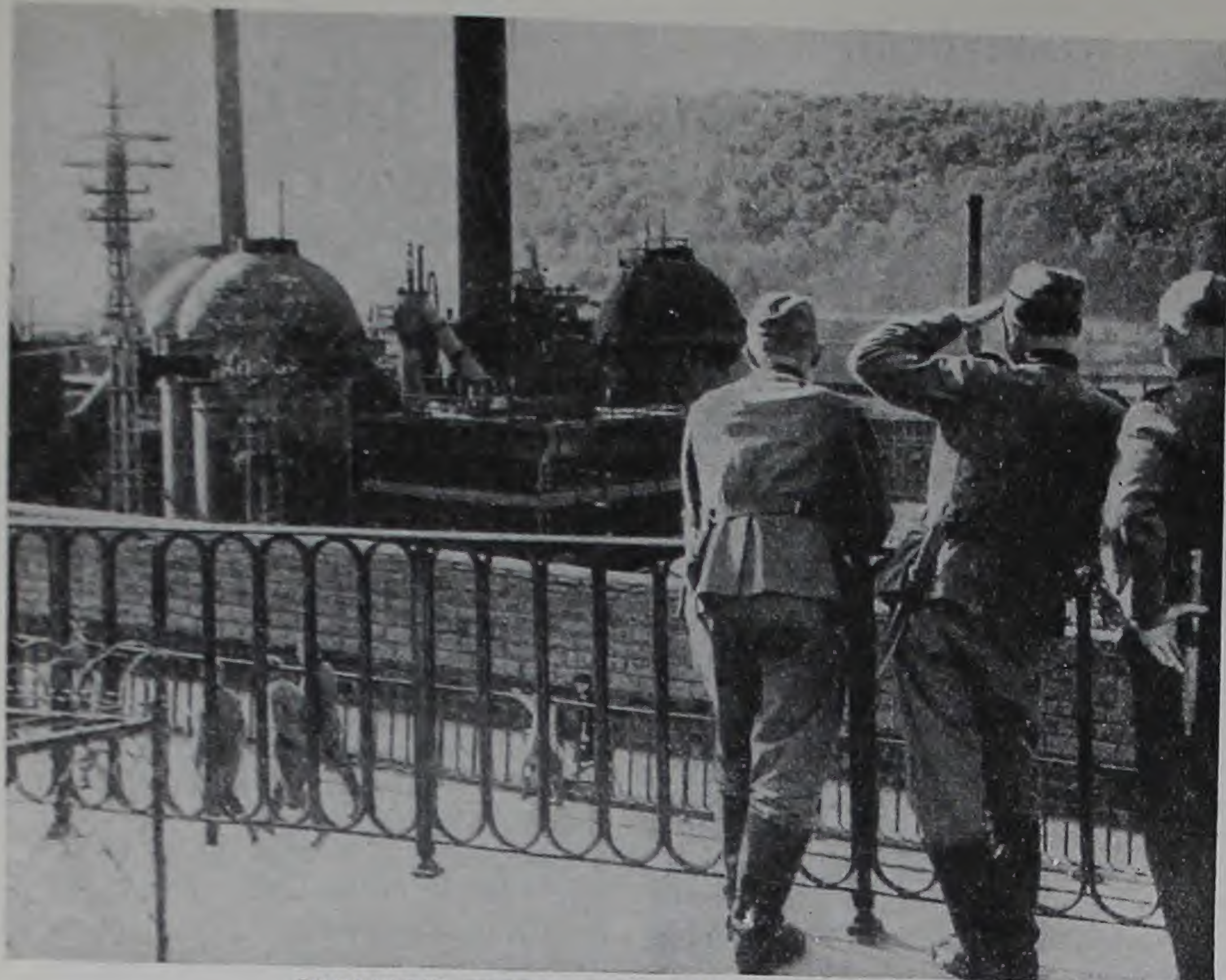
## MARSHAL PÉTAİN AND THE MEN OF VICHY

In the middle of July, 1940, Pétain reformed his Cabinet, members of which are seen below: 1, M. Caziot; 2, Admiral Darlan; 3, M. Piétri; 4, M. Baudouin; 5, M. Laval; 6, M. Marquet; 7, M. Bouthillier; 8, Marshal Pétain; 9, M. Mireaux; 10, General Weygand; 11, M. Ybarnégary; 12, M. Lémery; 13, General Colson.

Photo, Keystone







#### CREUSOT WORKS IN GERMAN HANDS

German soldiers in occupation view the great Schneider armament works at Le Creusot, 55 miles from Dijon. Here the famous 75-mm. field gun was designed and made and every other variety of gun, ordnance and military stores was produced in great quantities. The works covered about 50 acres with 50 miles of private railway line.

*Photo, Associated Press*

The rate of the French franc was fixed at 20 to the Reichsmark, instead of the former eight. Reichsmarks were printed in plenty, and the French banks forced to give francs in exchange for them. In effect therefore, the Germans paid nothing for the goods they "bought."

The French banks were also forced to hand over to German banks controlling their business in Alsace-Lorraine all deposits from that region. But they were not allowed to deduct credits, loans and outstanding debts. German business men, rich in francs acquired by the above method, bought controlling interests in numerous French concerns. The French, a traditionally astute race, soon saw through this deceit. They themselves began investing in goods, instead of saving francs which would soon become worthless. The result was a famine in commodities. Prices of eggs, meat, milk, potatoes and butter rose in some cases by more than half. A large proportion of shops, having no stocks, was forced to close.

The commander of the German Army of Occupation had to confer with the heads of five French Departments—Charente-Inférieure, Charente, Gironde, Landes and Basses Pyrénées—on steps necessary to avert a famine. In the event it seemed that France had been so thoroughly despoiled that what was once one of the richest agricultural countries in Europe might have to rely

on German supplies for the maintenance of its population during the winter.

"Some 5,000,000 Frenchmen," wrote an American correspondent who completed a 2,000-mile tour of occupied territory, "have been reduced to final humiliation, being fed, clothed and sheltered by the conquerors."

In Paris conditions were bad, but better than in other French cities. Many of these latter had been smashed beyond repair during the invasion and no attempt was made to rebuild them. The water systems of Lille, Amiens, Rheims, Beauvais and many other towns were destroyed by bombs and shells. In scores of debris-littered towns only the main roads had been cleared, to allow the passage of military traffic.

Outwardly, at least, the German soldiers behaved correctly towards the conquered population during the early months.

The French affected not to see the goose-stepping columns which defiled the main boulevards of Paris and other cities. Germany paraded her might in order to impress on her subject peoples the futility of revolt, but the events of the past four months had left the French too bewildered to contemplate any sort of resistance. A graphic picture of conditions was drawn by Mr. Walter Kerr of the "New York Herald Tribune."

"German-occupied France is an economically twisted country with millions of people broken in spirit, doped with propaganda, groping about in an effort to reorganize their lives as best they can."

"They have little money, and their homes are destroyed or inaccessible. Food is poor. Men and women are living under restrictions they never knew before, and are more concerned with daily needs than discussions as to what caused the collapse of their country."

"Thousands of the French Army," wrote another correspondent, "stand behind barbed wire and stare with bloodshot eyes at the country wherein once they were free men." But not all Frenchmen were cowed. At Bordeaux the German army authorities threatened penalties for continued sabotage of telegraph and telephone wires. The attitude of the miners in the North was so hostile to the conquerors that the



#### THIS WAS A LOVELY CITY OF FRANCE

Tours, a city of charm on the Loire was the temporary seat of Government before the capitulation of France in June, 1940. This photograph shows how the city was battered out of recognition by a brutal air bombardment. The dome of the church of St. Martin is seen still standing.

*Photo, Keystone*



Germans were forced to station armed men of the Emergency Section (Bereitschaftsdienst) in mines and steelworks. Open resistance by the workers was impossible, but cunning methods slowed up production considerably. One solution reported to have been adopted by the Germans was the transfer of German miners to certain pits. The French peasant also began to grow less or to hide his stocks when he learned that a large part of the produce he brought to market was going to Germany.

M. Lucien Derne, editor of the Lille newspaper "Echo du Nord," was sentenced to five years' penal servitude

**Savage** by a German military court for allegedly inciting the people to resistance. Neutral observers

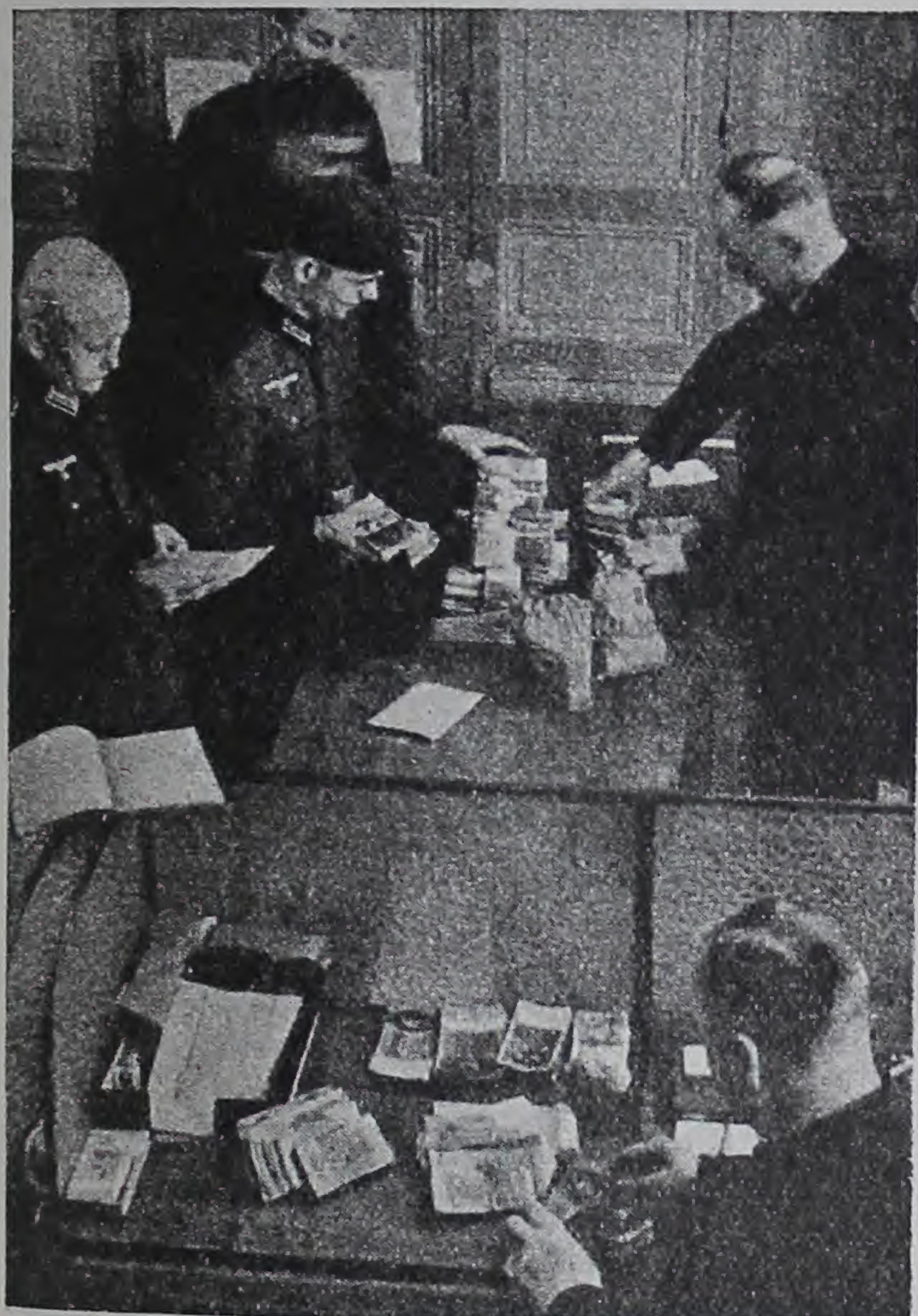
reported an undercurrent of resistance, particularly noticeable in the towns, where most German propaganda posters were torn down in spite of the death penalty for apprehension in the act; many Frenchmen were listening to London broadcasts, defying German threats of dire punishment. However, with occupied France split up into five zones and movement between them made extremely difficult, there could be no thought of co-ordinated action.



#### MEMORIES OF A 'WAR TO END WAR'

This Nazi soldier, one of the army of occupation in unhappy France, is gazing at the sandbagged trenches on Vimy Ridge, preserved in concrete as a memorial of the battle of April 9-10, 1917, when the ridge was taken from the Germans by Canadian troops.

*Photo, Wide World*



#### HOW THE NAZIS PAID THEIR WAY

Purchases made by the German authorities in France were paid for in banknotes printed for the purpose, and of very doubtful value. Here some are being issued after printing in a French newspaper office.

*Photo, E.N.A.*

At the same time that Germany ravaged stocks of food and raw materials, and prostituted French industry to Nazi ends, she seemed to be attempting, through propaganda in the controlled Press and wireless of occupied France, to create an anti-British and anti-Vichy instrument of French working-class opinion. The Nazis preached hatred of Britain for attacking the French Fleet at Oran and promised the French "revenge." The Socialist aspect of National-Socialist Germany was strongly emphasized, and the New Constitution of Marshal Pétain described as a "political manoeuvre" which promised the workers nothing.

The encouragement in occupied France of conspirators and demagogues like Doriot, the self-styled French peasant leader, seemed to indicate that the Nazis might one day try to replace Pétain with a puppet of their own

creation. The French Press in occupied territory became parrot-like in its enunciation of Nazi platitudes. The "Matin" became violently anti-Jewish and anti-British. Louis Burelle, a French printer hitherto unknown, began a news sheet called "Les Dernières Nouvelles de Paris," advocating National Socialism for France. Broadcasts to the French from Stuttgart hinted at the terrible revenge shortly to be taken on the British for the "betrayal of France," and warned Frenchmen to accept their own defeat as final.

To emphasize this, the German radio stated unequivocally that Hitler intended incorporating Calais, Dunkirk and Lille within the German Reich; while any hopes the French may have had regarding Alsace were dashed with the beginning of expulsions from that territory of French-born inhabitants.

At the end of August, 1940, Frenchmen with few exceptions had lost all hope for their own country's future or for that of Britain. Dazed by the enormity of their own defeat, bewildered by German propaganda and cowed by German military might and the harsh penalties for disobeying their German masters, they lived from hand to mouth—concerned only with the problems of existence—which was exactly what the Germans intended.

It is doubtful if the Germans had any considerable hopes of exploiting





### HOW FRANCE FARED UNDER THE NAZIS

While over a million French soldiers languished on low diet in German prison camps (top), the presence of Nazi soldiers seemed to pass unnoticed in Paris restaurants (bottom photo). Some of the latter showed notices 'Jews Not Admitted' (centre, right). Families which had fled before the invaders began to return with their salvaged belongings (centre, left).

*Photos, E.N.A. ; Keystone*





Belgium as an adjunct to the Nazi war machine. They knew that the Belgians, a mainly bread-eating people, imported 75 per cent of their wheat, the major supply of which was automatically cut off by Britain's blockade after the Nazi invasion. The destruction of bridges and blocking of canals had been done very thoroughly by the retreating Allied armies, and even if the Germans had not been preoccupied with their planned attempt to invade England, the reconstruction of Belgian economy would have been a big problem.

Nevertheless, some attempt was made to put into operation a scheme whereby Belgium, in common with Denmark and Holland, was to become a purely

**Belgian  
Industries  
Destroyed** agricultural country, serving the skilled industrial peoples of the Reich. German business

men toured Belgium in considerable numbers. Word went round that all manufacturing industries, with the exception of brick and cement works, would be closed down. The Belgians, the Germans said, were overfed. Production of beer was reduced to 40 per cent of pre-war volume; pasture land was cut down by half in favour of increased arable land; coffee disappeared from shops, and potatoes became the staple food of the people.

In tightening their grip on Belgium the Nazis were considerably helped by Allied outbursts against King Leopold at the time of the Belgian capitulation.



#### A CURIOSITY OF PROPAGANDA

This 'popularity shrine' to King Leopold, outside the Royal Palace at Brussels, was said to have been erected by the Germans, and prominent Nazis were stated to have placed flowers upon it. What they hoped to gain can only be conjectured.

*Photo, E.N.A.*

Allegations that King Leopold was a traitor were bitterly resented by the Belgians and much exploited by the German conquerors. The Nazis also made much of the fact that the Belgian Premier (M. Pierlot) and his Cabinet had "left Belgians to their fate" and had gone to France when Belgium was

overrun. An additional factor in the temporary success of Nazi propaganda was the conviction, reigning among the overawed and dispirited Belgians at the end of August, that the defeat of Great Britain was only a matter of weeks.

The tramp of Nazi jackboots on their pavements, the drone of Nazi warplanes overhead in training for the intended attack on Britain, following the savage success of the German "Panzer" Divisions in their sweep through Belgium, seemed, in most Belgian eyes, to make acquiescence in Nazi domination the only alternative to suicide. German soldiers behaved correctly. Individual acts of looting by them were severely punished, but mass pillage in the buying up of goods for worthless marks swiftly despoiled Belgian warehouses and shops.

King Leopold, a prisoner in his castle, refused collaboration with the conquerors. The exact whereabouts of the Belgian Government in France was unknown. The best of Belgium's technicians were in prisoner-of-war camps. Some 2,000,000 Belgian refugees, it was estimated, were still in France. A winter of starvation loomed ahead. At the end of August the Belgians hardly dared to hope for a British victory. Defeatism reigned supreme, and isolated acts of sabotage were mere pin-pricks to the mighty Nazi war machine so firmly entrenched amid an alien population.

In Holland the Nazis had a more difficult task. The Dutch proved



#### WINES FOR BELGIUM'S CONQUERORS

As in France, the cost of the occupation in Belgium was financed by a charge upon the invaded territory, and goods requisitioned were paid for in special currency. Here Nazi orderlies are procuring wine in a Belgian shop for the officers' mess.

*Photo, E.N.A.*



stubborn even in defeat and the Germans were soon compelled to abandon the "velvet glove" method by which they had hoped to rule the country. The dismissal of high officials such as M. de Monchy, popular Burgomaster of The Hague, and General Winkelmann, Dutch C.I.C. (see illus., page 841), for refuting allegations of pre-invasion plans for military aid between Holland and the Allies, the replacement by Nazi-minded Dutchmen of the executives of the Dutch Trade Union Movement (300,000 strong)—these went hand in hand with the suspension of newspaper editors and the most severe warnings by the German military authorities of the penalties Dutchmen would incur by continued opposition.

The German military commander, General Christiansen, made a significant admission of the Dutch attitude to the conquerors when Christiansen's he issued in August a Warning proclamation which, after giving several instances of "insults to the justified pride" of the German soldiers who were not saluted by members of the Dutch forces, threatened the death penalty against those who assaulted German officials.

A similar penalty was threatened for persons concealing or assisting enemy soldiers or airmen. Point was given to the warning by the offer of a reward for the apprehension of the 12 occupants of a British plane alleged to have landed in an isolated Dutch province, another reward for the recovery of a large iron box dropped by parachute from a British plane, and by revelations that the effective bombing of military objectives by the R.A.F. was believed



#### PREVENTIVE ACTION BY THE ROYAL AIR FORCE

With Dutch ports in their hands the Nazis began to attack Britain more closely by air and sea. In order to check this peril the R.A.F. bombed enemy-occupied ports, and this photograph shows the effect of an attack on a Dutch harbour.

*Photo, Keystone*

to have been done through Dutch connivance with the British authorities.

In the streets Dutchmen looked the other way when Germans came along. They avoided cinemas where German news reels were shown. At The Hague on June 29, Prince Bernhard's birthday, enthusiastic Dutch demonstrations had to be dispersed by the Germans, who cleared the streets and mounted machine-



#### VOICE OF THE CONQUEROR

Proclamations, orders and a Nazi version of the latest news were given out to the Dutch by means of loudspeaker vans. Inset shows a German officer at the microphone in a Netherlands town.

*Photos, E.N.A.*

goods of all sorts desirable to the Nazis, for she had a large export trade. In one week 18,000,000 lb. of butter went to Germany, reserves of clothing and tobacco were requisitioned on an enormous scale, and Holland, former land of plenty, was rationed for oil and fat, tea and coffee. The blockade which followed the German invasion, cutting off imports of cattle food, led to the slaughter of a great part of Holland's excellent dairy herds. Thousands of unemployed Dutch workmen were recruited against their will for German docks and factories.

But as a nation the Dutch refused to be intimidated. The deliberate slaughter of 30,000 civilians by the Luftwaffe in the terrible raid on Rotterdam during the invasion and the devastation of Middelburg and other old Dutch cities left them with bitter memories and made collaboration with the Nazis impossible.

Cheered by repeated R.A.F. raids on military objectives in Holland and over the German frontier, assiduous listeners to the broadcasts of their beloved Queen Wilhelmina and of the Dutch Ministers safe in London, the people of the Netherlands refused to believe in the possibility of a British defeat. German efforts to make them hate England for "bringing war upon Holland" were entirely unsuccessful.

**Loyalty  
to Queen  
Wilhelmina**

guns. Dutchmen fought in the evening with Nazi gangs and German soldiers. A number of people were killed and order was not restored until German dive-bombers patrolled menacingly over the city.

Meanwhile, as in France and Belgium, wholesale looting was the order of the day. Holland was well stocked with

At the end of August the Dutch, in the words of the correspondent of the Berlin newspaper "B.Z. am Mittag," "were in no way grateful to the Germans and refused everything German unless they could make profit out of it."



# HITLER'S 'NEW ORDER' IN CZECHOSLOVAKIA, POLAND, NORWAY AND DENMARK

*Nazi Black Guards and Gestapo Persecute Czechs—Machinations of the Vladka—Deportation for Forced Labour—Systematic Suppression in Poland—'Black Monday'—Government-General Poland Incorporated in the Reich—Norway Under Terboven—Major Quisling—King Haakon's Splendid Example—Denmark Despoiled of Food and Livestock: Plunder of National Assets*

**A**N opinion spread assiduously by German business men in their endeavours to curry favour in occupied countries was that Nazi oppression of peoples under their rule would last only until German victory was assured. Then, these men urged, the Nazis would be in a benevolent mood; the age of security and plenty would be inaugurated; the enthusiasm of the early Nazi revolutionaries would be tempered with the moderation born of success. There were those even among the oppressed peoples who gave ear to such whisperings. Although their deepest instincts told them that liberty could come only with an Allied victory, when that victory began to seem remote (as after the swift collapse of France) they clutched at any straw of comfort.

But Nazi behaviour in Czechoslovakia, Poland, Denmark, and Norway undid the Black Guards propaganda of German and Gestapo business men who flocked to these countries for trade purposes. There was no relaxation of oppression, but, indeed, an increase. The Black Guards and other Gestapo agents resented reproaches secretly made against them in Germany to the effect that, while German soldiers did the fighting, the Gestapo abroad lived in security and luxury. To counteract these reproaches they became more zealous in finding "conspiracies" and arresting "trouble-makers," with a view to proving that they also were making their contribution to Hitler's projected World Empire.

In Prague some of the men who had publicly welcomed the Germans a year before—and had been reviled for it by their compatriots—were thrown into prison by swaggering Gestapo and Black Guard youths. Many Social-Democrats and Left-Wing politicians, hitherto unscathed, disappeared. Local government officials followed them. Dr. Klapka, mayor of Prague, who had been congratulated by the Germans a few weeks earlier, was arrested. So, too, was the city's prominent official, Dr. Nestavak. Dr. Wenig, a famous Czech professor, was tortured until his mind gave way.

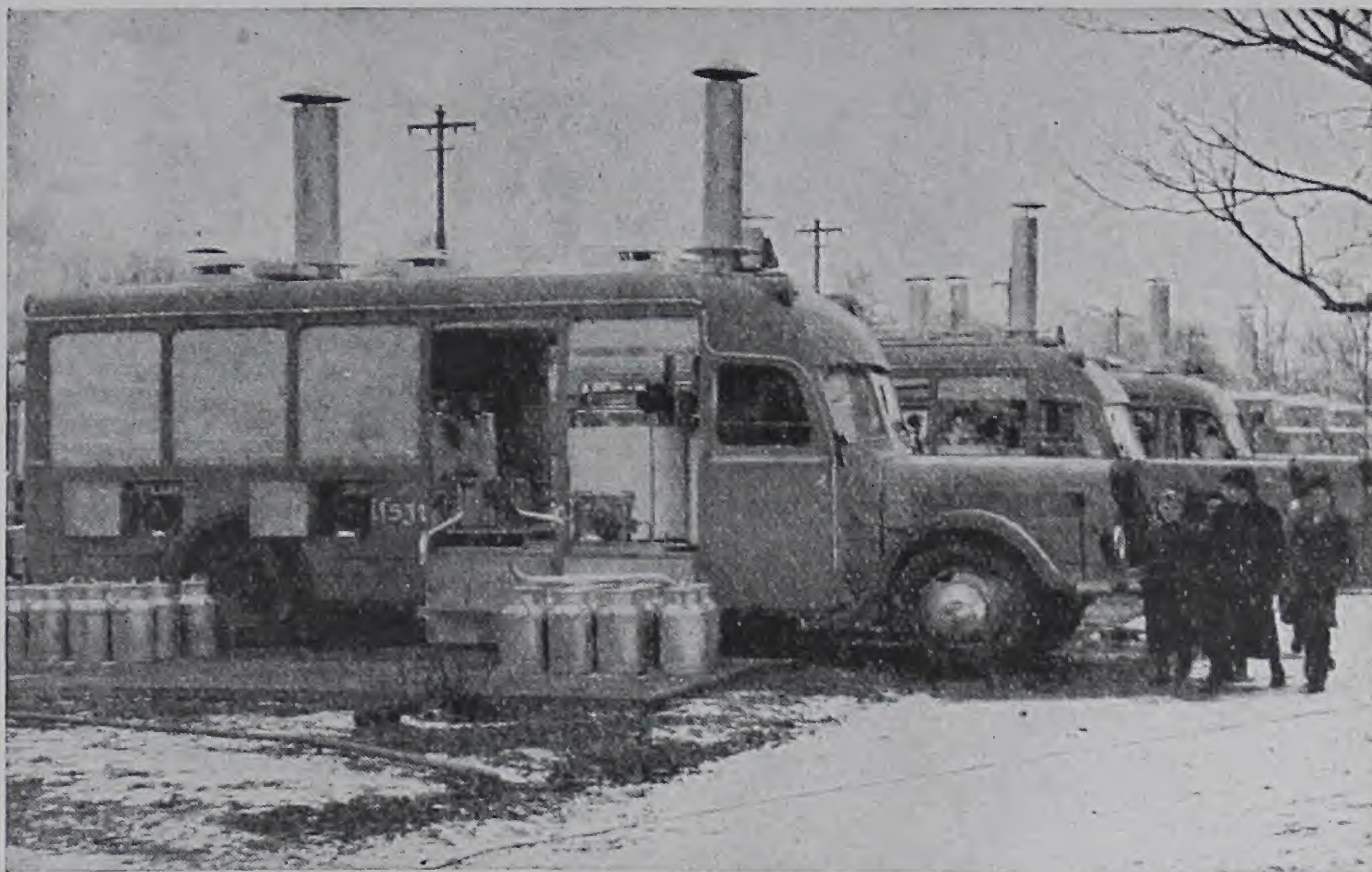
The whereabouts of Dr. Matejka, a brother professor in the Legal Faculty of the Caroline University, became unknown, as also of the writers Josef Kopta and Jan Grmela.

The Vladka—a German-controlled Czech Fascist organization composed largely of riff-raff—was urged on to ever greater excesses. The Gestapo was behind a clash between this Party and Prague citizens in August, 1940, when the headquarters of the Czech National Unity Party, just disbanded by the Germans, was raided. The Vladka hooligans looted the National Unity Party headquarters and beat up the staff. They were accompanied by Nazi storm troopers. Whatever hopes the Nazis may have had of forming a successful Czech Fascist Party were dispelled by the reception afforded to members of the Vladka after this outrage. They were hissed and booed as heartily as the German storm troopers.

Hand in hand with increasing oppression went further restrictions on Czech liberty and institutions. Education, the goal of every young Czech,

was hindered by an order banning the building of Czech elementary and secondary schools. Every Czech university was closed, and the few avenues of education left open after the reprisals which followed the student outbreak in November were imperilled. Publishers' and booksellers' stocks were confiscated.

Almost everywhere Czech industries were closed down in favour of German industries. Machinery from Czech factories was sent to Russia and to South America, and huge quantities went to the armaments factories of the Reich. A compulsory labour law was passed which meant enslavement to their German masters of all Czech men between the ages of 16 and 70. Three hundred thousand Czech workmen were transported to the Reich to eke out an existence on starvation wages. From the industrial area around Moravska Ostrava no fewer than 11,000 workmen were removed in a few weeks. For those workmen who remained in the Protectorate the standard of living fell ever lower, as retail prices of most



GERMAN MOBILE KITCHENS OUTSIDE PRAGUE

So great was the disorganization caused by the Nazi invasion and occupation of Moravia that for long after, in order to avert famine, the Germans were obliged to feed the Czechs from mobile kitchens such as these.

Photo, E.N.A.



commodities rose to levels from one-third to two-thirds higher than before the German occupation.

But the Czechs were far from beaten. Dr. Benes, the President, told an audience in London:

"From reports reaching us we are quite clearly perceiving that moral strength and faith in the future and assurance of victory are increasing among Czech people. A vast system of passive resistance is being built up throughout the country."

By secret organizations and subterfuge the Czechs tricked the Nazi censorship, listened-in to broadcasts

from London and prepared for the day when a united effort, coinciding with a military defeat of Germany by the Allies, would give them the longed-for deliverance.

An encouraging feature was the extent to which Nazi officials could be corrupted by money bribes. To people who recalled the similar state of affairs which existed in Germany in 1917 the internal rottenness of the Nazi system was apparent.

It is beyond the power of writing to convey a comprehensive picture of the atrocities and the plundering which



#### IN OCCUPIED POLAND—A NEW GHETTO

Turning back the hands of the clock, the Nazis re-established in Poland the ghetto system, which confined Jews in a walled-off portion of the city and excluded them from intercourse with non-Jews. In this photograph the whole tragedy of the Jews in Warsaw is symbolized by the new and solid brick wall built across the middle of the street.



#### GLOATING OVER TERRORISM

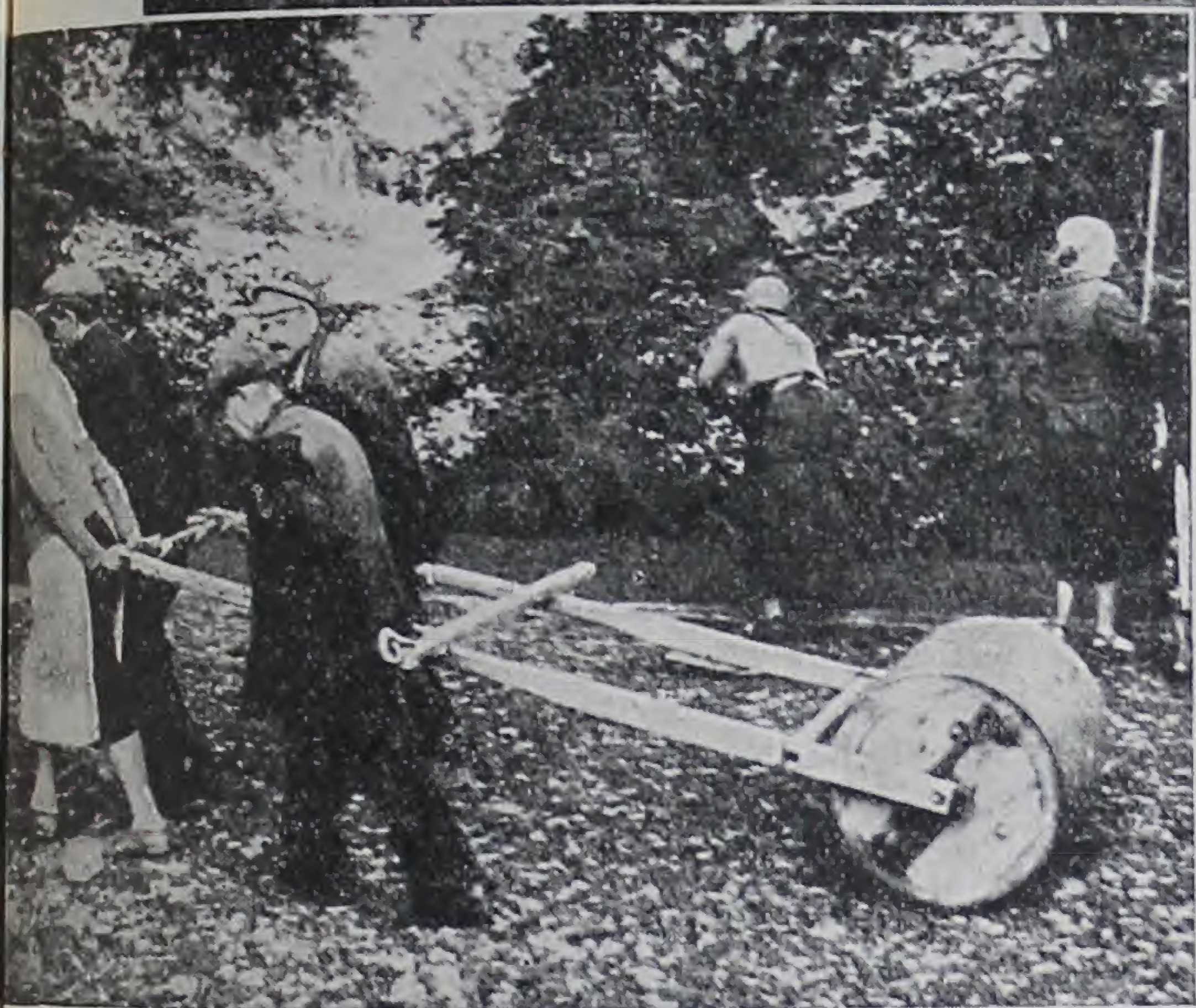
In a tricycle-taxi, pedalled by a Pole, two members of the German air force go on a sightseeing trip around Warsaw's ruins to view the damage done by the Luftwaffe's ruthless bombing.

characterized Nazi rule in Poland during these months of May to August, 1940.

The most that can be done is to quote typical instances, and leave the reader to Polish Mass multiply them ten Martyrdom thousandfold, to cover every village, community, town and farmstead in occupied Poland. Centuries ago Teuton robber barons who styled themselves the "Knights of the Sword" overran the territory now occupied by Poland and that of the Baltic States. Their ruthlessness even for those fierce times was so outstanding that it passed into tradition, but it was outdone by the travesty of a feudal system introduced by the Nazis into Poland. The German talent for organization was applied systematically to the suppression of a nation of 33,000,000 people. The Nazis were fearful that even the hardened German public would be critical of some of their deeds, and early in 1940 the Berlin Ministry of Propaganda ordered all German journals to write as little as possible about Poland.

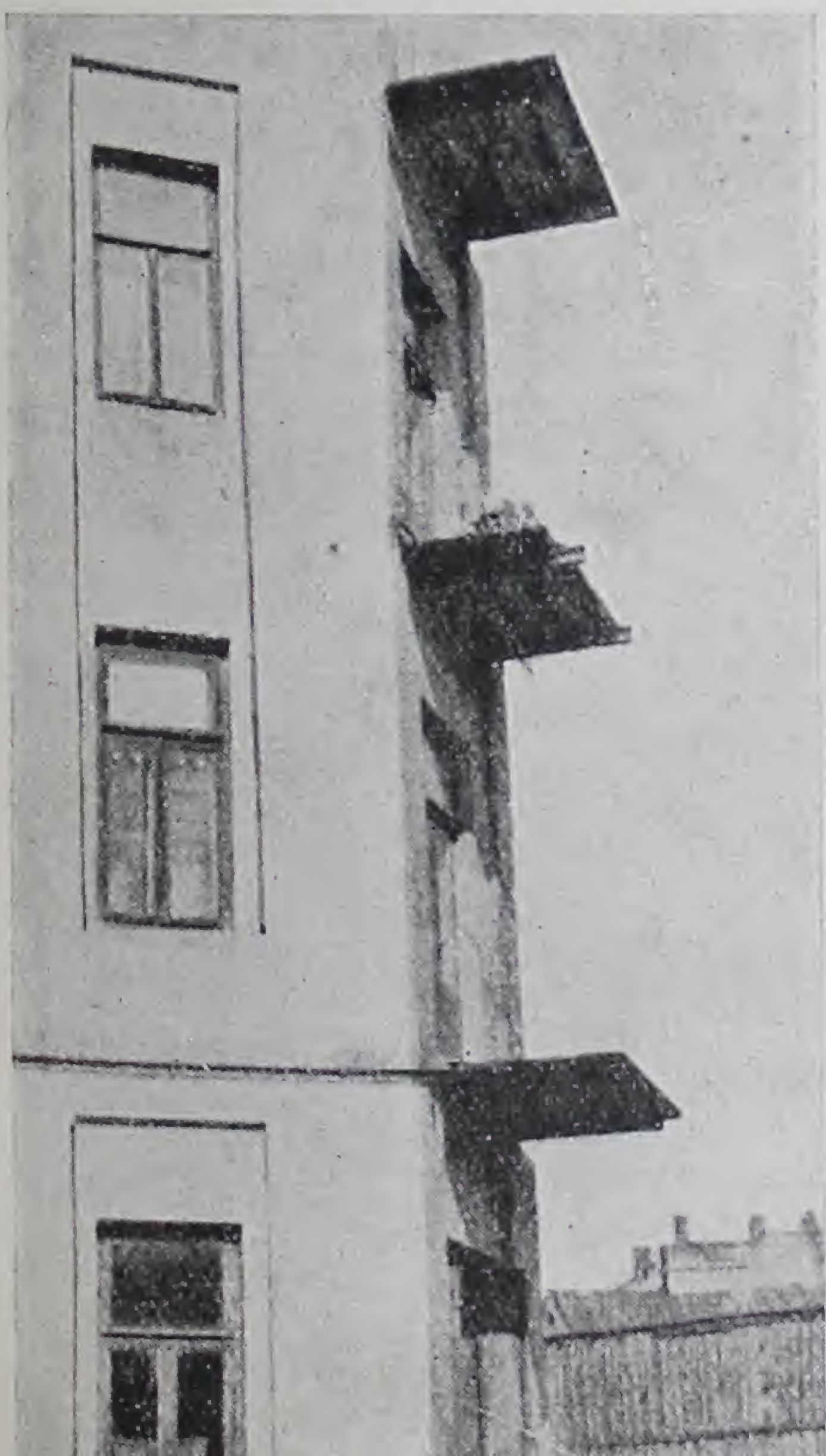
The deportation of Polish men and women for slave services in Germany continued. All unemployed Poles of both sexes between the ages of 16 and 25 had to register. In Germany inadequate food, miserable wages, and extremely hard work were their lot. A grim light





### GLIMPSES OF POLAND UNDER THE NAZIS

These revealing photographs were taken surreptitiously at Warsaw, Lublin and Cracow by a Swiss journalist. Jewish women and children wait in a queue for food (top) at Warsaw. Centre, left, women together with men too weak for other work, are set to pull a heavy road roller. Centre, right, Jews wearing the yellow arm-band with the Star of David are seen fleeing from Cracow in a wagon. At the entrance to the Warsaw ghetto (below, right) is the official notice 'Closed on account of Epidemic.' People may pass through only. Jews were compelled to use special compartments in trams (centre below). Iron railings were torn from balconies of Jewish dwellings (left, below) and sent to Germany for melting down.







### THE BADGE OF JEWRY

Rather than face the cruelties of forced labour in the Reich, many Polish people bought armlets such as the Jews were compelled to wear, like those here seen being vended in Warsaw.

*Photo, Polish Ministry of Information*

is thrown on this traffic by the fact that Poles anxious to escape deportation preferred even the pariah existence of a Jew in occupied territory, and at one time from 10 to 50 zloty (the par value of a zloty was 10d.) were being paid in Warsaw for a Jewish armlet.

Within the confines of the General Government set up by Hitler as the national home of the Poles—it comprised territories in and around Warsaw, Cracow, Lublin and Radom—mass arrests and round-ups were everyday

occurrences. August 12 became known as "Black Monday": several Warsaw streets were cordoned off, pedestrians and inhabitants arrested, and some 20,000 deported to Germany. Many Poles died under torture for refusing to renounce their nationality, including Mr. H. Brun, chairman of the Association of Polish Merchants. Mr. Maciej Rataj, leader of the Polish Peasant Party, died under Gestapo cross-examination. Stefan Starzynski, the former mayor of Warsaw (*see illus.*, page 127), was reported to have died in Dachau concentration camp for the unforgivable sin of having resisted the German armies.

A visitor to Warsaw towards the middle of 1940 said:

"Warsaw is crowded with refugees from the Western areas of Poland, whom the Germans have driven out of their homes and away from their workplaces. Among them are former landowners, professors, officers, business men and artisans. Almost all of them are without means of existence . . . . Only mournful, emaciated, pale faces are to be seen. Clothes and boots are usually in tatters. But the Germans, freshly arrived, have a prosperous and arrogant appearance."

In the countryside the peasants were compelled by an efficient and scientific system of exploitation to deliver quotas of cereals, fodder, oil seeds, wool, flax and hemp. In return the peasant was promised textiles, petroleum, alcohol and tobacco up to a quarter of the value of the goods delivered to the German authorities.

In order still further to blight the hopes of the Poles, Dr. Frank, the brutal governor, told the Congress of the Nazi Party in Cracow on August 15, 1940,

### SORRY PLIGHT OF POLISH FARMERS

Under threat of harsh penalties, or even death, the farmers of Poland were made to till their land for the benefit of the Nazis. While monster tanks thunder by, this farm worker drives a harrow. Fixed quotas of cereals, fodder and textile fibres were demanded by the Nazis from the Poles.

*Photo, Keystone*



that the Government-General was no longer to be regarded as occupied territory but would form an integral part of the area under the rule of Greater Germany. "In this area," he added, "the Nazi Party is building up its bastion for all times. The Polish nation is again—as it was more than 700 years ago—under the protective rule of the German nation."

But the Germans also made a gross attack on Polish culture. The Cross on the Faliszewski Bridge in Poznan, erected by the citizens in the 17th century in gratitude for deliverance from a plague, was sawn off and thrown into the River Warta. In certain districts of Pomorze, in Western Poland, Polish inscriptions on the tombstones were changed into German. The Kochanowski memorial outside the Cathedral in Poznan was blown up. Houses were demolished to give a view from a castle constructed by the Germans during the previous occupation. Churches and cathedrals were closed; all priests from the age of 35 upwards were deported to Germany and Austria for work, or sent to the Dachau concentration camp. Monasteries were also closed and the monks dispersed.

The wholesale executions of Poles were indicated only in part by announcements in the Press. Poles were now shot for anti-German activities during the months prior to the German occupation. Sentences of 15 years' hard labour were given for such trivial offences as misappropriating a Nazi badge. But far

**Polish  
Culture  
Attacked**





### FORCED LABOUR IN NORWAY

Strategic roads were built for the Germans by forced labour. Among the Norwegian newspapers, 'Fritt Folk' was the chief Quislingist journal, and 'Deutsche Zeitung' the leading German one. The title of the secret newspaper 'Vi Vil Oss et Land' means 'We Want a Country for Ourselves.'

*Photos, E.N.A.; 'The Times'*

more numerous were murders committed by the Gestapo and their agents without Press publicity. The brutal activities of the Gestapo "dusk-to-dawn" gangs—the screams of women, the crack of revolver shots, the groans of bludgeoned victims as they were forced into waiting prison vans—heralded a reign of terror during the night hours which was quite ineffective in breaking the spirit of those against whom it was employed.

Hitler's gauleiters, instruments to carry out his policy of persecution in occupied countries, were well chosen. The inhuman and cynically efficient Frank, governor of Poland, was a lawyer by profession and was suspected of bringing about the death of more than one anti-Nazi general. Greiser, governor of Western Poland, was an imitation Goering, fond of showy uniforms and medals, who had once led a gang of toughs in Danzig to beat up Polish workmen and officials. He had been un-

successful in many occupations—as mason, oil merchant and motorboat owner—before he found his berth in Poland, where, governing from a magnificent castle in Danzig, he uttered the maxim: "The Nazi teacher must sow loathing for the Poles."

But in Poland the Nazis found no quislings. A Press campaign designed to persuade the Polish people to abandon all forms of passive resistance, bound up, it was believed, with the possible offer of a "Pétainship"

parative ease with which Norway had been occupied seemed to afford excellent anti-Allied propaganda. "You were deserted by Britain and France" was a cry which many despairing and dejected Norwegians took up at first. In Major Quisling, the traitor, the Nazis found a useful instrument in the exploitation of the country by the Reich. The rock on which these hopes were shattered was Norwegian loyalty to the exiled King Haakon. So long as he occupied the dominant place in Norwegian affections Quisling could make no headway.

The first Governing Committee set up by Major Quisling entirely failed to impress the Norwegians. The Nazis then tried to form an all-Norwegian committee composed of prominent business men and former members of the Storting. In order to induce prominent Norwegians to take part in this new Council of Administration the Nazis argued that the interests of the people

### FATE OF THE CRUISER 'BLUECHER'

During the invasion of Norway the heavy cruiser 'Bluecher,' commissioned only a few months earlier, was sunk by mine or by Norwegian batteries in Oslo Fjord on April 9, 1940. Here is the German memorial to her officers and crew, on the Ekkeberg, near Oslo. (See page 822.)



to the Polish landowner, Prince Janusz Radziwill, fizzled out with the latter's refusal to accept office.

Nazi rule in Norway, under Reichskommissar Terboven (a man with many murders of Allied soldiers in the Rhineland to his credit), favoured the velvet glove rather than the mailed fist. The Germans had always entertained hopes that the "Nordic" Norwegian would prove more receptive to Nazi philosophy than the Latin or Slav. The com-







**DENMARK SUBMITTED TO NAZI OCCUPATION**  
Cowed by Nazi threats and impotent to resist, Denmark gave passage to the German armies on April 9, 1940. Here Danish soldiers are saluting Nazi sentries at the entrance to the Citadel of Copenhagen.

*Photo, E.N.A.*

could be better served by Norwegian politicians cooperating with the Nazis than by a purely German or Quisling administration. They succeeded in convincing some of the members of the Council that no new life for Norwegians could begin so long as King Haakon was the legally constituted ruler. This was at a time when, following the collapse of France and the foreshadowed "decisive" attack on Britain, the Allies' fortunes seemed at a low ebb. By misrepresenting the circumstances of King Haakon's departure and concealing the true state of affairs existing between the King and the Storting at the time of his journey to Britain, the Nazis induced certain members to enter into correspondence with the King to persuade him to resign.

This attempt came to grief when the Norwegians learned the truth. In a notable broadcast from London, King Haakon denied (1) that he had quarrelled with the British Government and had gone to America; (2) that the Storting had authorized him to cease fighting Germany, or that he had lost the confidence of the Storting; and (3) that Norway's difficulties were due to his flight. "On the contrary," he said, "if we had stayed in the country the present rulers of Norway would have been able to force us to accept what they desired."

This marked the end of Germany's second effort to induce Norwegians to collaborate with the invaders. Meanwhile, the German armies of occupation continued to live on the country, using a form of currency manipulation much the same as that applied in occupied France. At the same time Germany began to turn Norway into a huge military camp. Roads were built to bring heavy war material and tanks to the West coast. Oslo schools were converted into barracks. Aerodromes, wireless control stations, A.A. and field guns and port-

able kitchens were dotted along the coast.

But Quisling's newspaper, "Fritt Folk," admitted bitterly that the Norwegians would rather listen to the London broadcasts than to those from

Oslo. A standing joke in Oslo was that Major Quisling dined in the mirror hall of a famous hotel there in order that, seeing his reflection, he could convince himself that he was not the only member of the Norwegian Nazi Party!

The effect of the Nazi occupation of Denmark can best be shown by some representative statistics. Ten thousand horned cattle went weekly to Germany during the early months of occupation. The production of butter, of which Denmark was formerly Europe's chief exporter, fell so drastically that rationing was introduced. Egg production fell by 37 per cent, following huge "exports" of poultry to Germany. When the Nazi plunder of Denmark was at its height the credits in the clearing account with foreign countries (i.e. Germany) of the Danish National Bank were rising by 75-100,000 kroner a month. Germany would presumably pay this money back when and if she won the war.

With increasing unemployment (especially in Copenhagen), decreasing stocks of food, and acute signs of inflation owing chiefly to Germany's plunder of the nation's assets, Denmark at the end of August 1940 could derive comfort only from the fact that her stocks were irreplaceable. By the improvident plundering and slaughter of livestock the Germans were gradually "killing the goose which laid the golden eggs," and succeeding months were to show a continuous and inevitable decline in German "purchases" of Danish produce.



**FIRST-FRUIT OF THE GERMAN CONTROL**

As in every country they occupied, the Germans soon despoiled Denmark of food and fuel. Owing to the wholesale requisitioning of petrol for the use of the invaders the fuel became so scarce that the fine motor-buses of Copenhagen had to be hauled by teams of horses.

*Photo, E.N.A.*



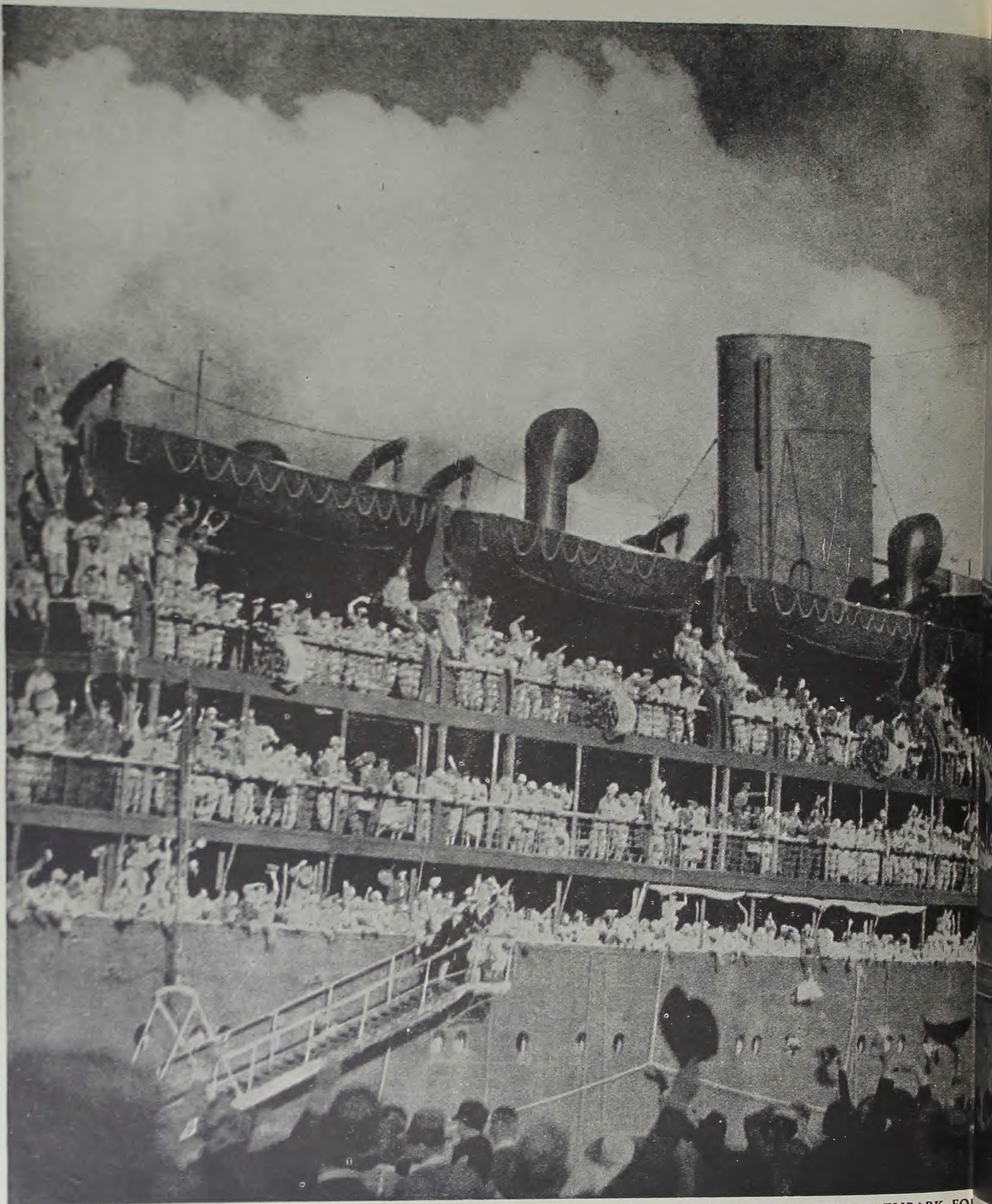


#### ROYAL CANADIAN NAVY PROTECTED BRITISH CONVOYS

In June, 1940, the first units of the Royal Canadian Navy arrived in British ports. Canadian destroyers such as these played a very valuable part in escort duty and the shepherding of convoys across the Atlantic, tasks that were beginning to tax the resources of the Royal Navy to the utmost.

*Photo, British Official : Crown Copyright*





# **SOUTH AFRICAN TROOPS EMBARK FOR EAST AFRICA**

Though at first a small section had favoured neutrality, the people of the Union of South Africa, guided and inspired by General Smuts, wholeheartedly supported Britain in her struggle with Nazidom. The South African Air Force won renown in East Africa, and the Dominion

*Photo,  
Foz*

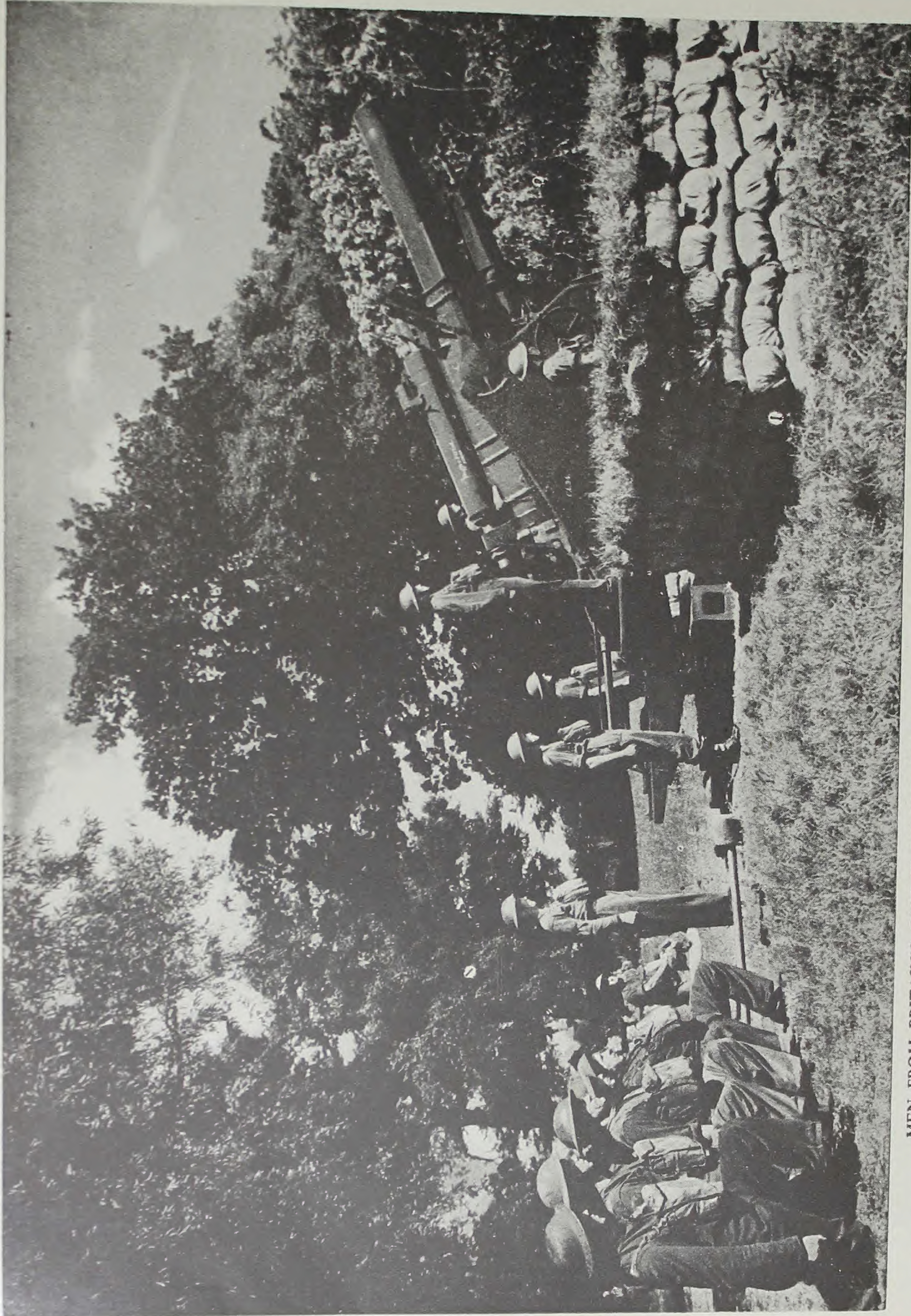




# THE EAST AFRICAN WAR ZONE

Army sent large contingents to defend Kenya : here is a troopship leaving a Union port for East Africa in August, 1940. In the foreground, a member of the South African Women's Auxiliary Services waves an adieu. Union troops were later to achieve fame in other African war zones.





#### MEN FROM BRITAIN'S OLDEST COLONY RALLY TO HER DEFENCE

In the sombre days that followed the capitulation of France the people of Britain were cheered by the steady flow of men from the Dominions to aid in the defence of the homeland. Here artillerymen from Newfoundland are seen with a 9.2 howitzer 'somewhere in England.' On account of their physique, Newfoundlanders make good gunners, and many have, in fact, gone into the Royal Artillery.

Photo, Central Press



# WAR EFFORT OF THE BRITISH DOMINIONS DURING THE SUMMER OF 1940

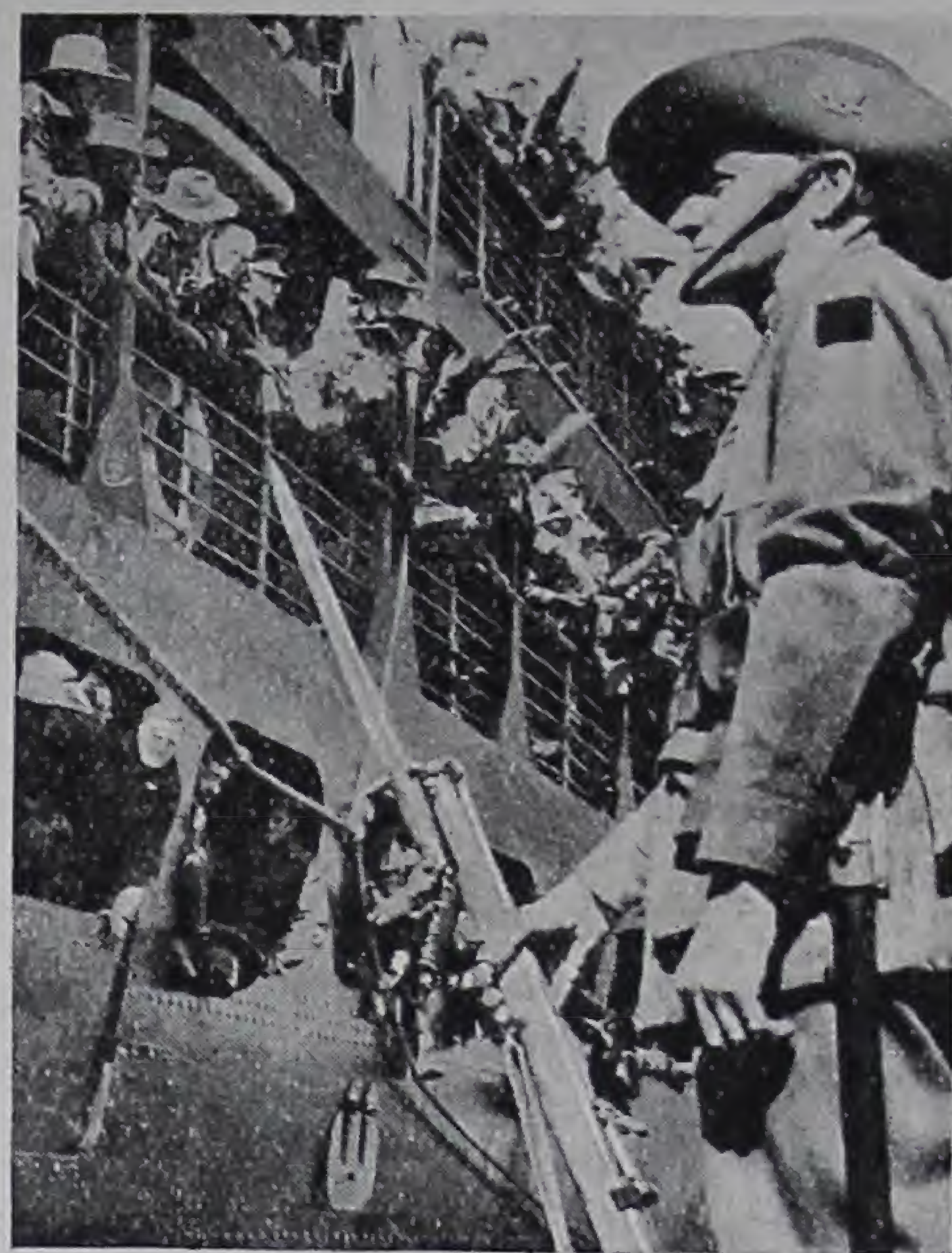
*Australians in Egypt—Building Her Own Ships—Australian Navy and Air Force—Canadians For the British Garrison—R.C.N. and R.C.A.F.—Enormous Industrial Output—Full Speed Ahead in New Zealand—Foodstuffs and Textiles for Britain—New Zealanders in the R.A.F.—South Africans Defend Kenya—Smuts' Inspiring Message—The S.A. Air Force—Southern Rhodesia: 'Four Square With Britain'—Rhodesian Squadrons for the R.A.F.*

**T**HROUGH the spring and summer months of 1940, when nothing seemed to stay the march of Hitler's mechanized hordes, Britain was buttressed in her defiant resistance by the support of her daughter states in the British Commonwealth. Country after country on the Continent was crushed beneath the wheels of Hitler's tanks, people after people was slided over by his wiles and menaces, city and town and village were smashed into ruin by his bombing aeroplanes. Yet to each new victory his principal foe answered with a power constantly replenished from across the seas.

"Australia stands behind Britain with the last ounce of her energy, self-sacrifice and devotion." So spake the Australian Premier, Mr. Menzies, when broadcasting to his people on May 14, a few days after the rape of Belgium and Holland. Canada spoke in the same decisive tone. On May 21 the Premier, Mr. Mackenzie King, when announcing various measures for speeding up the Dominion's war effort, declared that "we shall muster to the utmost the strength of this country so that we may

make our full contribution to the triumph of right which must and will prevail." From New Zealand and South Africa, and, indeed, from every corner of the Commonwealth, came echoes of the same great resolve; and when, after a month of tremendous fighting, the Battle of France was decided, the Empire spoke once again with united voice. France had fallen, but, said Mr. Menzies on June 17, "this is not the end of the war; on the contrary, it is the beginning of the most bitter and most crucial phase. As long as Britain is unconquered, the world can be saved, and that Britain can or will be conquered is unthinkable." But the free peoples of the world must get together for a great stand . . .

Under Mr. Menzies' leadership Australia was swift to rise to the challenge of the new danger. On June 21 the Emergency Powers Bill, providing for the full mobilization of all the resources of the Commonwealth, received the assent of the Governor-General. A proclamation of November 30, 1939, had made all unmarried males, or widowers without children, liable for military ser-



**AUSTRALIAN TROOPS FOR EGYPT**

This photograph shows a troopship leaving Melbourne with some of the second contingent of the Australian Imperial Force in May, 1940. Many veterans of the First Great War, like the soldier seen on guard in the foreground, joined the A.I.F. Reserve.

*Photo, Associated Press*

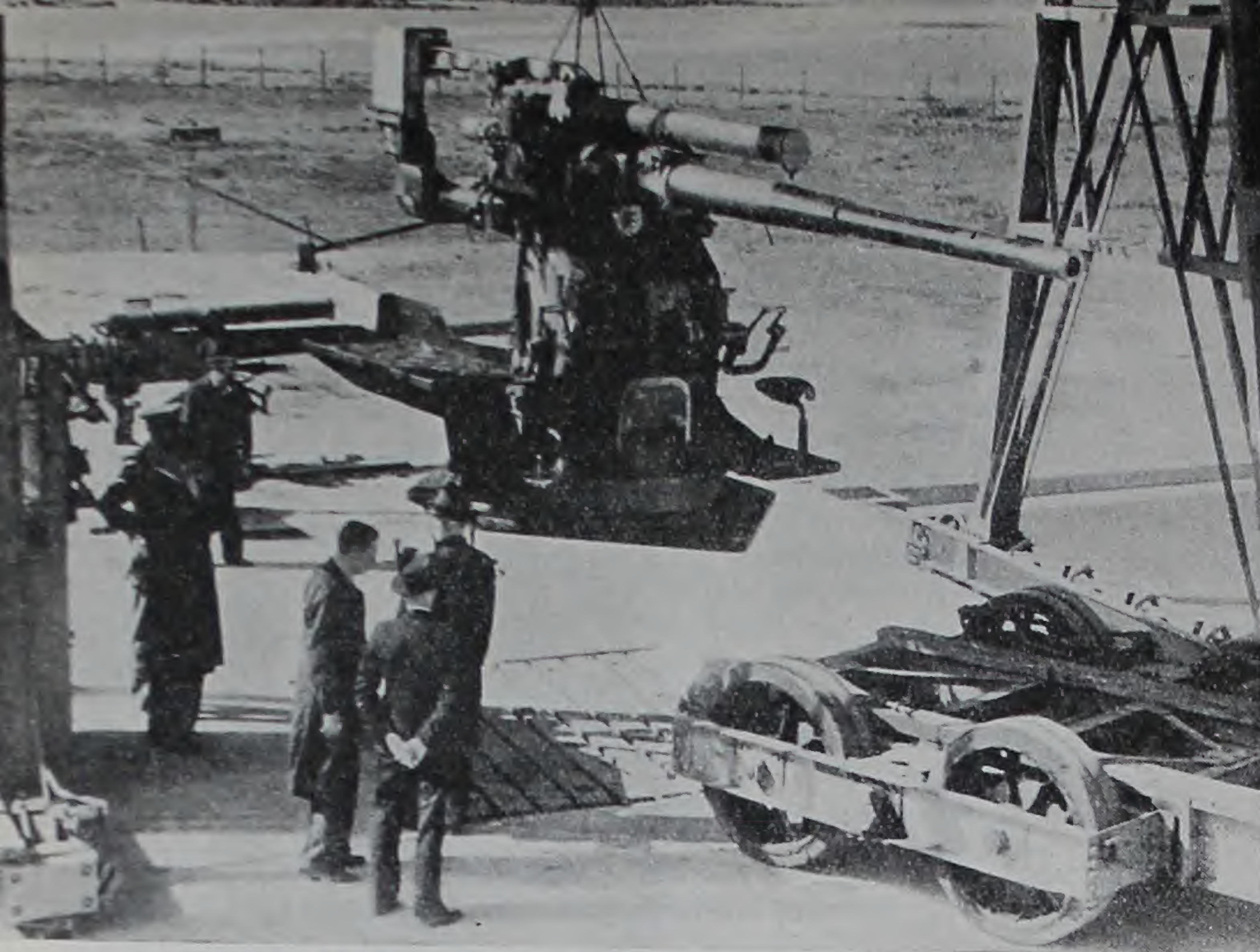
## BRINGING IT HOME TO BRITONS

Here are four of a series of posters issued by the Home Government to help Britons to realize the large part played in the war effort by the Dominions, not only in furnishing men for the armed forces but also in providing the 'sinews of war.'

vice in Australia, but now the Government was given full power to call up and train men of every category, though there was no conscription for service

THE EMPIRE'S STRENGTH	THE EMPIRE'S STRENGTH	THE EMPIRE'S STRENGTH	THE EMPIRE'S STRENGTH
<b>DO YOU KNOW THAT AUSTRALIA</b>	<b>DO YOU KNOW THAT CANADA</b>	<b>DO YOU KNOW THAT NEW ZEALAND</b>	<b>DO YOU KNOW THAT SOUTH AFRICA</b>
is the world's greatest exporter of wool, and also supplies wheat, meat, dairy products, fruit and valuable metals: that aircraft and munitions are now being mass-produced in Australia.	besides growing millions of acres of wheat has great mineral wealth: that 90% of the world's nickel is mined in Canada; that Canadian mass production of aeroplanes and munitions is in full swing.	produces six times as much butter to-day as during the last war and twice as much cheese: that wool, meat and fruit are also exported in very large quantities.	is not only by far the largest producer of gold, but also a great agricultural country, exporting wool, fruit, sugar, and dairy products: that chrome and manganese for armaments are also valuable exports.
THESE ARE THE SINEWS OF WAR	THESE ARE THE SINEWS OF WAR	THESE ARE THE SINEWS OF WAR	THESE ARE THE SINEWS OF WAR

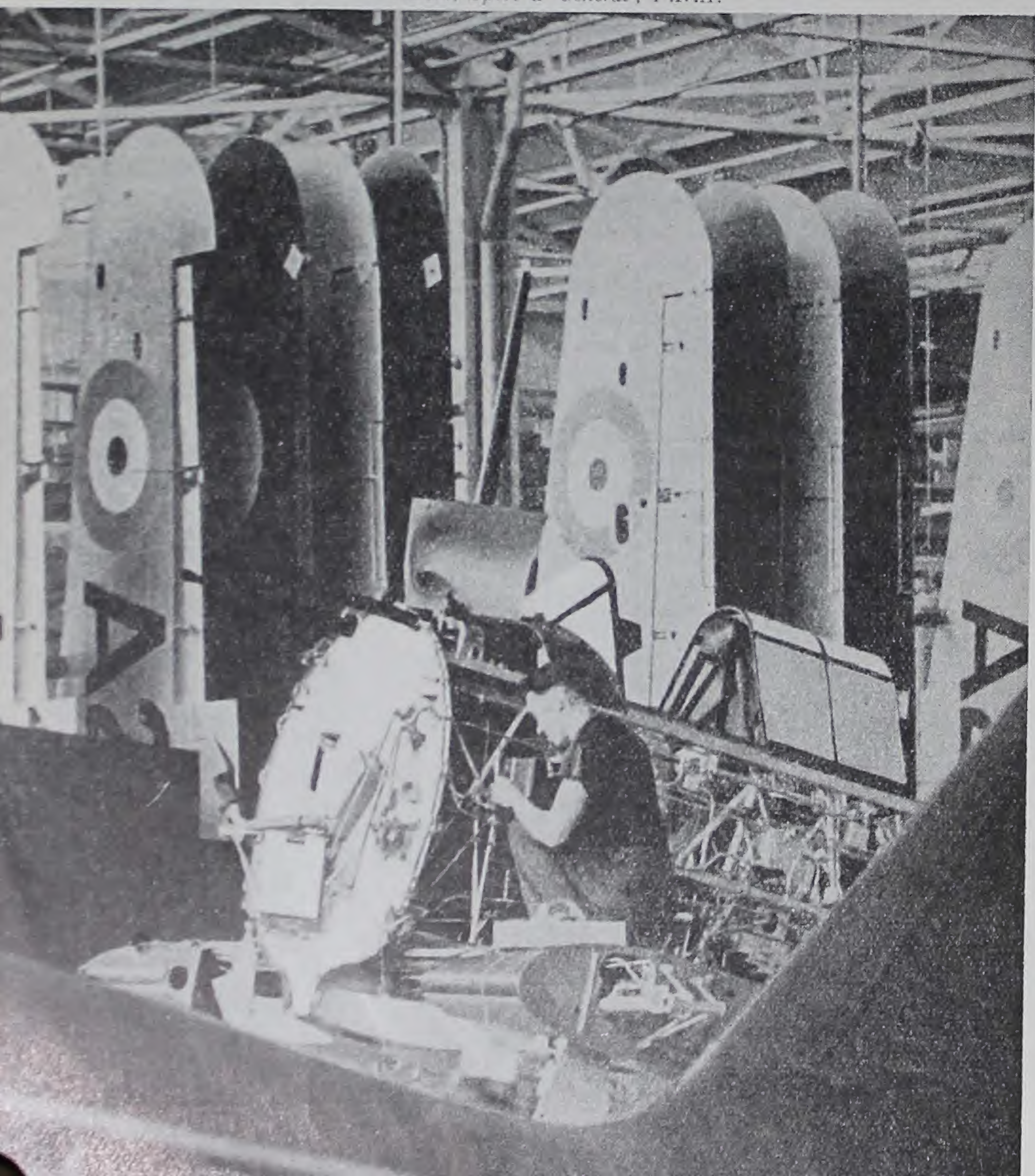




### AUSTRALIA MAKES HER OWN GUNS AND AIRCRAFT

Not only did the Dominion of Australia send her sons in many thousands to fight for Britain : she also embarked on the manufacture of arms and aircraft. Top, an A.A. gun being unloaded at a port in Victoria for firing tests ; below, Wirraway aircraft in course of production at a Commonwealth factory near Melbourne.

*Photos, Sport & General ; P.N.A.*



overseas. The Australian Labour Party, which since the war of 1914-18 had taken up a strong stand against compulsory military training, now accepted the principle of conscription, on the understanding that the nation's material resources were conscripted likewise. On July 31 men up to 24 years old were called up, and 95,000 went into training.

The Australian Imperial Force which, unlike the Citizen Army, could be employed outside the Australasian theatre of war, was still to be recruited on a voluntary basis, and its strength was fixed temporarily at 90,000 men. By June 16 some 20,000 men of the A.I.F. had already been sent abroad. A contingent had arrived in Egypt as early as February 12 and others reached the United Kingdom between May 16 and the latter half of July. In Australia, during the four weeks ending June 11, 41,400 men were enlisted for the Force. The home defence force had also grown rapidly before the introduction of conscription, and at the end of June this national militia stood at over 100,000.

Early in August there were 12,000 men in the Royal Australian Navy as compared with 5,400 before the war. Thousands more were in the Naval Volunteer Reserve.

**Royal  
Australian  
Navy**

Units of the R.A.N. were operating in the Red Sea and the Mediterranean quite early in the war ; and in June, 1940, H.M.A.S. "Voyager" sank an Italian submarine, and on July 19 H.M.A.S. "Sydney" sent to the bottom the crack Italian cruiser, "Bartolomeo Colleoni" (see page 1082). In April, 1940, a contraband control system was brought into operation from Australian ports ; and Australian warships also gave great assistance in convoying successive contingents of troops to the war zone.

The Royal Australian Air Force was on active service in the United Kingdom, Egypt, Palestine and Malaya. Enlistments in the R.A.A.F. and the Empire Air Training Scheme soon exceeded 125,000 men, and in the period under review some 30,000 were already in training. The personnel of the R.A.A.F., only 2,000 when the war broke out, was nearly trebled in the first year, while nearly 19,000 men were in training.

In industry also the Australian Government was already exercising sweeping powers granted by the Legislature. A Department of Munitions, with Mr. Menzies as Minister of Munitions and Mr. Essington Lewis as Director-General, was set up in May to accelerate supplies for Australia and other parts of the Empire. Practically all munitions and armaments for the Australian



forces at home and abroad were now being made in Australia, in Government-owned factories or at railway workshops and private engineering works which had been placed under Government control.

At the end of June it was announced in Canberra that the Government was planning to open many new factories for the production of still further types

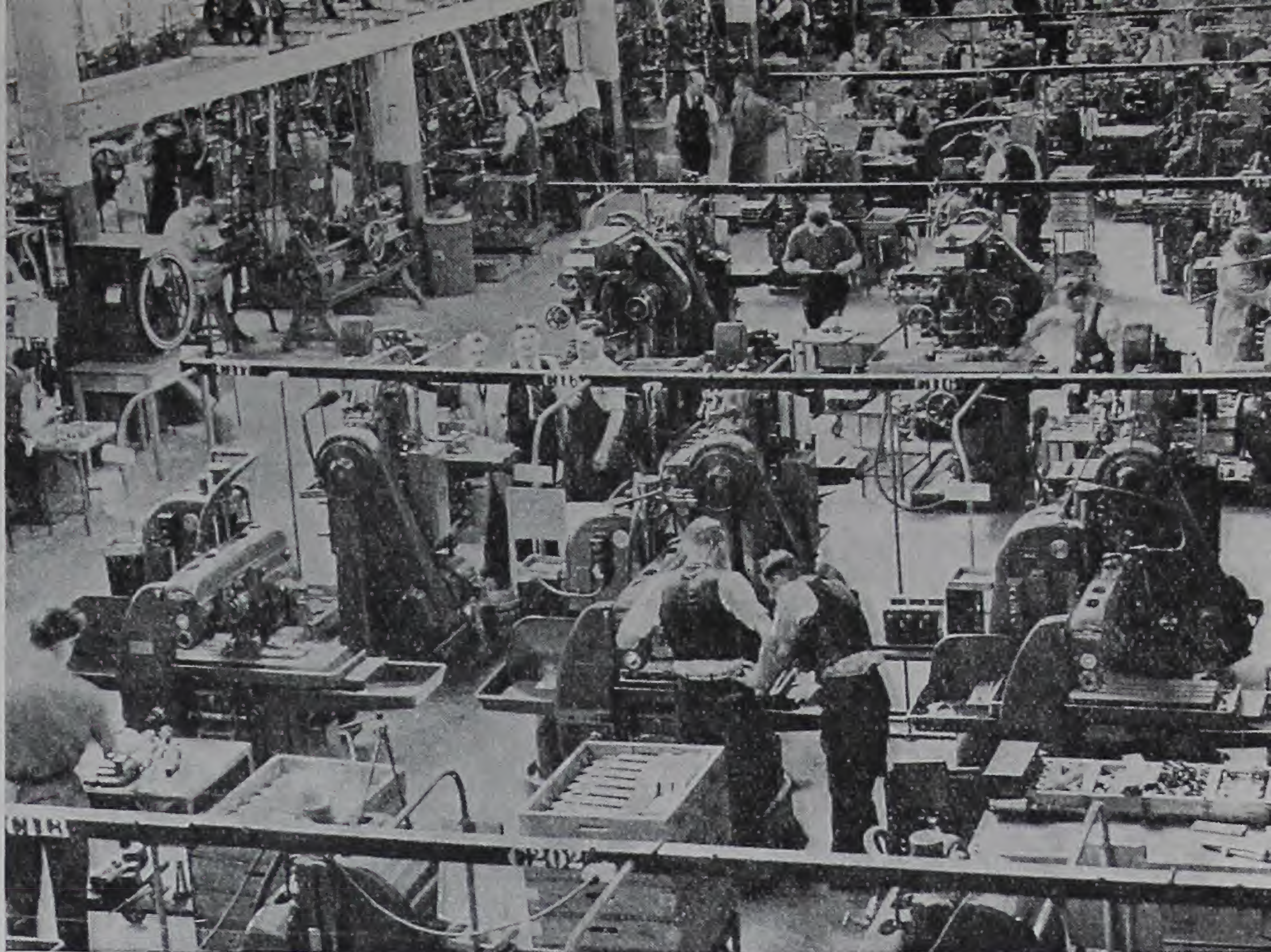
**Australia  
Makes  
Guns** of munitions, including anti-aircraft and anti-tank guns of increased range. At the same

time plans were made to increase the production of explosives and munitions of all calibres, machine-guns, A.A. guns and armoured cars. Very shortly, it was stated, Australia would be producing £100,000,000 worth of munitions, and in the various munition works 150,000 men and women would find employment. Every shipyard in Australia was brought into commission, and new yards were established, where new ships for the United Kingdom—destroyers, anti-submarine craft and patrol ships—might be constructed. Nor was the air arm neglected. Contracts were signed for the production of large numbers of Bristol Beaufort bombers, Wirraway second-line fighters, and Tiger Moth trainers. In July De Havillands were delivering a Tiger Moth a day from their works in Sydney, and within three months expected to deliver twenty a day.

Further, Australia was also making a vast contribution to the Empire's war effort in the shape of raw materials and foodstuffs. The United Kingdom bought the whole exportable surplus of Australia's copper, zinc, tungsten, and tungsten ores, the whole of the Australian wool clip for the period of the war and one year after, huge quantities of wheat and flour as well as all the available supplies of Queensland sugar, and the Dominion's entire surplus of dairy produce, meat, and dried and canned fruits.

In July, 1940, it was announced that Australia's defence expenditure would amount to £453,000,000, spread over three years—an amount equal to the total Australian expenditure in the last war; defence and war expenditure for 1939-40 was over £55,000,000. The money was raised, as in Britain, by taxes, internal loans, and the sale of war bonds and war savings certificates.

Equally with Australia, Canada was flinging her all into the common struggle. Before the war there were some on both sides of the Atlantic who expressed the opinion that the North American Dominion would never



#### CANADA PRODUCES VITAL WAR MATERIALS ON LARGE SCALE

From the nickel mines of Canada comes nine-tenths of this indispensable metal, and the photograph below shows part of a huge aisle of Bessemer ovens in which the ores are treated on the spot. Another phase of the Dominion's vast war effort is the manufacture of small arms : Bren guns are being made in the Toronto factory seen above.

*Photos, P.N.A. ; Planet News*







### 'ROYAL CANADIANS' WHO PROTECTED ICELAND

When, after the Nazi invasion of Denmark on April 9, 1940, it became necessary to safeguard the important territory of Iceland, a number of Canadian troops was landed there. Here, encamped some ten miles from Reykjavik, is an advance party of men from the Dominion.

*Photo, British Official: Crown Copyright*

again permit herself to be involved in a European struggle; they pointed out that in 1914 a very large proportion of the Canadians who went overseas were British-born, but that section of the population was now much smaller, owing to the growth of the pure Canadian element.

But how these prophets were deceived! In 1939 Canada entered the war as a united nation—united, indeed, as never before. Even before the war's first Christmas the first Canadian division was in England, and all through the succeeding months the stream of men crossing the Atlantic continued. The second division began to arrive in this country on August 2. In June, 1940, Mr. C. G. Power, Acting Defence Minister, announced that the Canadian armed forces numbered 113,893, made up of army in Canada, 64,656, army outside Canada, 26,087; Royal Canadian Navy, 7,256, and Royal Canadian Air Force, 15,894. These were all volunteers; and although by the Compulsory Service Act, which became law on June 20, 1940, Canadian manhood, like Canadian industry, was brought within the sphere of com-

pulsion, military service abroad continued to be entirely voluntary. On June 4 Mr. Mackenzie King stated that Canadian troops had been dispatched to the British West Indies, to free British regular troops there for duties elsewhere; and a fortnight later he announced that a Canadian contingent had joined the British garrison in Iceland.

At the outbreak of war the personnel of the Royal Canadian Navy numbered 1,700, but before the end of the first year of war its figure had reached 9,000. Certain of its units were on active duty in the Caribbean Sea, the North Atlantic and European waters. One of its destroyers, H.M.C.S. "Fraser," was lost at Bordeaux in June when engaged in the evacuation of the British troops from France. Then, as for the Royal Canadian Air Force, its strength at the end of July was over 19,000 men, and men were being enlisted at the rate of 1,000 a week. Squadrons of the Royal Canadian Air Force early found a place in the defence of the United Kingdom, the first ever to leave the Dominion being an Army Cooperation Squadron which arrived

in Britain on February 25. Units of the R.C.A.F. which landed in June brought with them their own aeroplanes and all their equipment; a fighter squadron arrived early in August. In that summer which saw the Battle of Britain more than 1,000 Canadians served in the Royal Air Force; one squadron of Hurricanes was manned entirely by Canadian fighter pilots, and in the fighting near Dunkirk this squadron brought down 28 German aircraft. In the struggles that took place over London and South-Eastern England the Canadian pilots covered themselves with glory.

In the field of industry, too, Canada's effort was great, and grew ever greater. On June 18 Mr. Mackenzie King stated in the Federal House of Commons that a bill to mobilize all the human and material resources of the Dominion for the prosecution of the war would be introduced immediately. The bill became law a few days later as the National Resources Mobilization Act. The first step taken under the Act was the registration of every man and woman in Canada over 16, so as to obtain a complete record of the fitness, responsibilities and willingness to serve of every Canadian citizen.

On June 29 Mr. C. D. Howe, Canadian Minister of Munitions and Supply, announced that since the outbreak of



war orders approximating \$75,000,000, as well as commitments of a further \$50,000,000, had been undertaken in Canada; these orders were given in the earlier stages by the British Supply Board in Ottawa, but on July 1 the work was taken over by the Canadian Ministry of Munitions and Supply, which acted in close conjunction with a company called Allied Supplies, Ltd., whose formation was announced on July 8. The new company, Government-owned and controlled, was formed to coordinate and direct the buying of munitions and supplies on behalf of the British Government and of other joint Anglo-Canadian war projects. By June, 1940, the value of the war contracts placed by the Allies in Canada exceeded \$300,000,000. Orders placed for the United Kingdom during July represented a very large increase over the whole of the orders placed during the preceding six months.

Very impressive was the survey of progress given to the House of Commons in Ottawa by Mr. Howe on July 30.

"All of us are aware," he said, "that Canada's industrial tempo is at the highest peak in our history, but even this tempo will increase rapidly as factories now under construction go into operation, and as plants now being tooled for new production begin to produce. Plants now under construction, involving some \$120,000,000, will have a productive capacity of \$500,000,000 (£125,000,000) a year. The shipbuilding industry employs 14,000 men on a \$50,000,000 ship construction programme, mainly of corvettes, and is making progress ahead of schedule. Several of these patrol boats have already been launched."

Mr. Howe went on to describe the rapid progress which had been made in the construction of aerodromes, hangars, and other facilities for the Empire Air Training Scheme; what it had been planned should be constructed over a period of two-and-a-half years would be ready by the following November. Concerning mechanized equipment, Mr.



#### A LEADER OF NEW ZEALAND

The Rt. Hon. Peter Fraser had been for some time Acting Prime Minister of the Dominion Government when he succeeded to the Premiership in April, 1940. Born in Scotland, he emigrated to New Zealand in 1910.

*Photo, Hay Wrightson*

Howe said that 600 mechanized units were produced daily in Canada, and very shortly the figure would be substantially increased; it was planned to produce 30 Mark III tanks a month. And from small beginnings Canada's aircraft industry was being developed, so that by early in 1941 the Canadian plants could produce 360 aeroplanes a month.

As in Canada and Australia, so in New Zealand; the reaction of Govern-

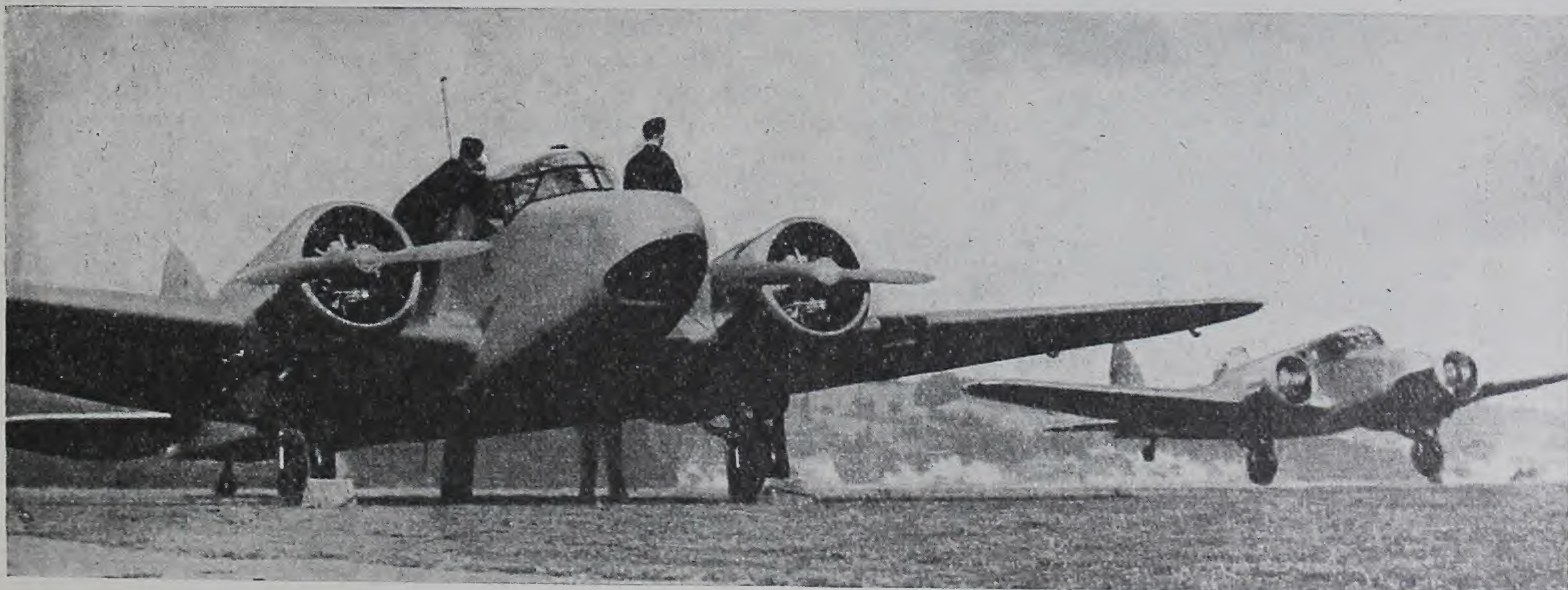
ment and people to the Nazi triumph in Europe was an intensification of the Dominion's war effort and a mobilization of its entire resources of men and material. Mr. Peter

Fraser, whose administration took office on April 30 following the death of Mr. M. J. Savage, set up on May 26 a War Council of cabinet ministers, leaders of the Opposition, representatives of employers and the trade unions, farmers, Maoris and retired soldiers, which was charged with the direction of the entire war activities of the Dominion. This was followed on July 16 by the establishment of a War Cabinet, consisting of Mr. Fraser, Mr. Nash (Minister of Finance), Mr. Jones (Defence Minister), Mr. Hamilton, and Mr. Coates, a former Prime Minister. The Emergency Regulations Act, empowering the State to control the services and property of every person, became law in the first week of June, and compulsory military service was introduced on June 17; a general reserve was established to include all males over 16, from whom a selection would be drawn by ballot of men between 21 and 45 to serve in the armed forces in New Zealand and overseas. When voluntary recruiting ceased on July 22, more than 80,000 men had enlisted; the special Maori battalion numbered more than 4,100 men by the end of the month. The first contingent of the New Zealand Expeditionary Force arrived in Egypt on February 12, and on June 20 the first landing was made in the United Kingdom. In the same month about 400 officers and men of the New Zealand Royal Navy Volunteer Reserve also arrived in Britain.

#### WHERE NEW ZEALAND PILOTS WERE TRAINED

Under the Empire Air Training Scheme pilots were trained in the Dominion of New Zealand, and this photograph shows Oxford Trainer aircraft at the Flying School, Wigram, N.Z., where many of the Royal New Zealand Air Force learnt to fly.

*Photo, G.P.U.*





Already the New Zealand division of the Royal Navy had done good work, its most spectacular achievement being the part played by the "Achilles" in the Battle of the River Plate in December, 1939. The division included another cruiser of the "Achilles" type, an armed merchant cruiser, mine-sweepers and armed trawlers. Then, as regards the New Zealand Air Force, 5,000 men were serving or training, and many thousands more were waiting to enrol. Some 900 New Zealand airmen had found a place in the Royal Air Force, and further large drafts of airmen from New Zealand, chiefly pilots, arrived in the United Kingdom in July for service with the R.A.F.

At the end of June the Government assumed full powers over industry and property. Manufacture of munitions in railway workshops and private engineering works was pushed ahead at full speed.

#### New Zealand's Industries Mobilized

The whole of the New Zealand wool clip and its butter, cheese, and meat surplus had already been bought by the United Kingdom for the period of the war and one year after; and every effort was made to stimulate the production of these vital war materials and foodstuffs. For the year ending March 31, 1940, the Dominion's war expenditure was estimated at nearly £10,000,000, and during 1940-41 it was expected that the expenditure would reach nearly £40,000,000, of which £30,000,000 was earmarked for the Army, £6,000,000 for the Air Force, and £1,500,000 for the Navy.

Turning now to South Africa, this youngest of the great dominions was altogether unprepared for war in 1939, but it soon showed that it did not lack



#### SOUTH AFRICA'S DAILY TRIBUTE TO HER SOLDIER SONS

In many cities of the Union of South Africa there was observed a two minutes' pause at midday in remembrance of the fighting men at the war front. Here is the scene in Adderley Street, Cape Town, during the two minutes' silence.

*Photo, Sport & General*

the spirit for making it. The obligation to serve in South Africa is as clearly recognized in the Union today as it was in the old republics of the Transvaal and the Orange Free State, and there are many South African regiments

composed entirely of volunteers whose history goes back for generations, and whose battle honours make a goodly show. As soon as war broke out these regiments were brought up to full strength. Recruiting was greatly stimulated by the invasion of Holland, with which South Africa has many cultural and historic ties, and soon the number of volunteers neared 150,000. With few exceptions the volunteers attested for service anywhere in Africa. In June the presence in East Africa of the first

contingents of the South African Mobile Field Force was announced, and a month later the main body arrived in Kenya, the whole constituting a complete army under the command of General Dickinson, the largest and best equipped military force ever to be dispatched from the Union.

Shortly before they left for the front they were inspected by General Smuts, the Prime Minister of the Union, who on June 16 was also appointed to the command of the Union Defence Forces.

"As an old soldier," he said, "I know what your service as soldiers in the far north may mean to most of you. I express to you the gratitude of the people of South Africa for the choice you have made and the service you are prepared to offer your people and your country. More no man can do than offer his life for his friend. That offer, the highest and most solemn offer a man can make, you are making. We are proud of you. A nation is never proud of its hand-uppers, its fence-sitters, its players-for-safety. We South Africans reserve our respect and pride for bitter-enders, for those who go all out and take their life in their own hands for their country and their people. You are going north to meet the enemy where he can be found, not where he comes to find you—in your own homes. That, too, has been the tradition of South Africa. We did it in the last war."



#### IN CONFERENCE AT CAPE TOWN

In March, 1940, General Sir Archibald Wavell (left) flew to the Cape for consultation with General Smuts, Prime Minister and Defence Minister of the Union, in whose office he is here seen.

*Photo, Wide World*





#### SOUTH AFRICANS IN KENYA

Following Italy's entry into the war (in June, 1940) a contingent of South African troops was dispatched to guard Kenya. Right, a troop train en route; top, Sir Henry Moore, Governor of Kenya, taking the salute at a parade of South African troops. On his right is Maj.-Gen. D. P. Dickinson, commanding the East African Forces; on his left stands Col. D. H. Pienaar, a Brigade Commander of the S.A. Contingent.

Photos, British Official: Crown Copyright; S/C. Blackbeard

Arrived in Kenya, the new Springboks were welcomed by the Governor, Sir Henry Moore. "Your presence here," he said, "fighting side by side with units raised in the Rhodesias and in both East and West Africa [the Gold Coast Regiment and the King's African Rifles], is a striking proof of the determination of all members of the British Commonwealth in Africa to present a united front against the King's enemies."

At sea the Union assumed the responsibility for the defence of Simonstown, our naval station in South Africa, and the Seaward Defence Force engaged in minesweeping and patrolling, anti-submarine work, and the control of shipping entering Union ports. In May the South African minesweepers successfully swept a minefield which had been discovered off Cape Agulhas.

Quite as important was the work of the South African Air Force, founded by South Africans who had served with the old R.F.C. and the R.A.F. in the



Great War. Units of the S.A.A.F. accompanied the Field Force to Kenya, and were soon in action above the battlefields of East Africa; all through the campaign against the Italians, indeed, its planes were in almost continuous action against the enemy, doing great damage to the enemy bases and lines of communication. As South Africa had been engaged in the advanced training of pilots for several years before the war, the Union decided not to participate in the Empire Air Training Scheme in Canada; but it intensified its own training and, furthermore, offered facilities to the British Government to train British pilots for the

R.A.F. in South Africa. The offer was gladly accepted, and a British Air Mission, under Air Chief Marshal Sir Robert Brooke-Popham, proceeded to South Africa to put the scheme into operation. Flying schools were established, and numbers of pilots were "turned out." In addition to their part in the war in East Africa, bomber reconnaissance squadrons of the South African Air Force kept up a daily patrol of the Union's 2,000 miles of coastline.

Adjoining South Africa to the north is Southern Rhodesia. Here compulsory military training for all European males between 18 and 55 was introduced on May 20, 1940, and the first group of men aged 18-25 were called up for military training soon afterwards, and the age group 25-40 in June. In the same month it was announced that a native unit, the Rhodesian African Rifles, was about to be raised. Rhodesian soldiers were posted to various British forces in Africa, the United Kingdom, and the

Middle East, and the first contingent of Rhodesian troops reached Egypt on April 30. Then three Southern Rhodesian squadrons of the R.A.F. were raised. Some of the trainees proceeded to the United Kingdom, but the first Southern Rhodesian squadron was stationed in Kenya, and soon did valuable work in reconnaissance and bombing flights over Italian Africa. At the same time a scheme for training pilots was instituted in the colony for the training of pupils from the United Kingdom and other parts of the Empire. Equipment was drawn from the United Kingdom, which also supplied the planes via the Cape. Then, like the





#### RHODESIA'S SURGEON PREMIER

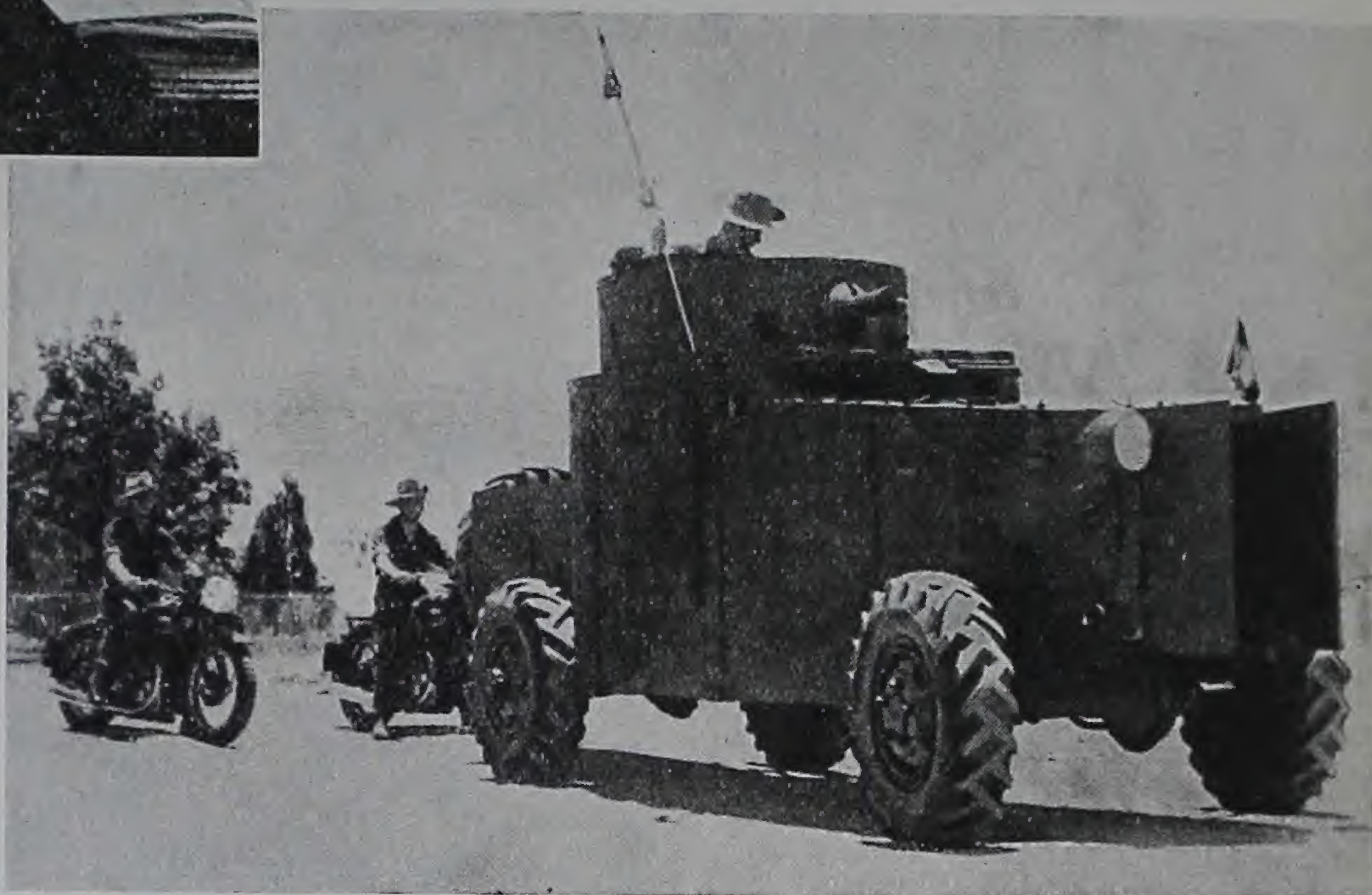
Before going to Rhodesia in 1911 the Rt. Hon. G. M. Huggins had held appointments in London hospitals. He first became Premier of S. Rhodesia in 1933. Right, an armoured car of the Rhodesian Reconnaissance Unit.

*Photos, Lafayette, and courtesy of Southern Rhodesian Government*

great Union to the south, Rhodesia set about the supplying of vast quantities of raw materials and foodstuffs to Britain. In 1940-41, it was stated that the colony's war effort would require an expenditure of £3,000,000—an effort which to be appreciated must be compared with a total ordinary expenditure in peacetime of under £5,000,000.

What Canada and Australia, South Africa and New Zealand have done on the grand scale, every colony and dependency, territory and scattered island have done to their utmost ability. Men and money and material have been granted generously. By midsummer of 1940 compulsory military service existed in most of the

colonies, in the Solomon Islands and in Fiji, the Falklands and Ceylon, Hong Kong and Malaya, Uganda and Nyasaland, and Northern Rhodesia, and soon it was introduced in the colonies of British West Africa and in Tanganyika. Palestine was placed on a war footing on June 23, when the High Commissioner was empowered to mobilize its entire resources in man power and property; and an Order in Council was issued in Kenya, placing all persons and property at the disposal of His Majesty. Then, as for money, from every corner of the Empire came interest-free loans and, more often still, free gifts for the Imperial war chest. Most of the great



#### MACHINE-GUNS AMID MALAYAN PINEAPPLES

In the Malay Peninsula prompt measures were taken to safeguard Singapore, key-point of the Straits; besides Imperial troops native forces were embodied, and this photograph shows men of the Johore Military Force at manoeuvres.

*Photo, P.N.A.*

newspapers of the Empire instituted Spitfire and Hurricane funds, so that their readers would have the proud consciousness of having contributed something to the victory in British skies. Finally, as to resources in those months of hard and bitter warfare, the various units of the Empire approached more closely than ever before, sharing their surpluses, exchanging their products, developing those great and unrivalled resources with which Nature has blessed their territories.

Perhaps we may close with a few words from a speech broadcast by Mr. G. M. Huggins, Prime Minister of Southern Rhodesia, on June 24. "Southern Rhodesia," said Mr. Huggins—and for Southern Rhodesia we might put any other member of the British family of nations—"stands four square with Britain in her determination to bring the war to a successful conclusion. She stands with her and with the rest of the Empire, up to the last shilling and the last man, until the monstrous system that is trying to dominate the world is destroyed."



# *Diary of the War*

## AUGUST, 1940

**August 1, 1940.** Two enemy aircraft destroyed in North Sea by steamer "Highlander" and one by H.M.S. "Weston." R.A.F. bomb aerodromes at Dortmund, Leeuwarden and Hamstede, Krupp's works at Essen, other targets in N.W. Germany, and aerodrome at Cherbourg. Many targets in Libya and Eritrea attacked. Two raiders shot down in Channel.

**August 2.** Day raids on enemy aerodromes; night attacks on oil depots. Lord Beaverbrook joins War Cabinet. Fleet Air Arm bomb aerodrome at Cagliari.

**August 3.** R.A.F. raid Kiel naval base, enemy aerodromes and oil plants. Enemy bombers attacking ship in Berbera harbour damaged by our fighters. Three raids on Derna (Libya).

**August 4.** Italians invade British Somaliland at three points. Fierce air fighting in Libya. R.A.F. make night raids on enemy aerodromes and oil plants.

**August 5.** H. M. trawler "Marsona" reported sunk. Night raids on targets in N.W. Germany. Italians occupy Hargeisa and Zeila, Brit. Somaliland. Four raiders shot down near S.E. coast.

**August 6.** Announced that small mobile British force has completely dominated Eastern Libya. Italians capture Oadwina, Brit. Somaliland. H.M. trawlers "Drummer" and "Oswaldian" reported sunk.

**August 7.** Day raids on aerodromes at Cherbourg and Hamstede. Night attacks on Homburg oil plant, Kiel dockyard, store depots at Hamm, and many aerodromes. Night raiders over Britain, but damage slight. R.A.F. bomb shipping at Bardia and submarine base at Massawa.

**August 8.** Convoy in Channel attacked before dawn by E-boats, which sink three vessels. Waves of dive-bombers sink two more. In subsequent air battle 61 raiders are shot down for loss of 18 British. One E-boat sunk, another damaged. Submarine "Oswald" and liner "Kemmerdine" reported lost. Enemy advancing northwards from Hargeisa and Oadwina. Aircraft of Fleet Air Arm make dive-bombing attacks on Italian H.Q. at Zeila. Big air battle over Sidi-Amar, Libya; 15 Italian fighters destroyed. Day and night raids on targets in Holland and N.W. Germany.

**August 9.** R.A.F. bomb seaplane base near Brest, oil tanks at Flushing, works at Cologne and aerodrome in Guernsey. Italian positions on Hargeisa-Jugargan road attacked. R.A.F. raid Tobruk and Massawa.

**August 10.** Submarine "Odin" reported lost. Italian advance in Somaliland continues. Day attacks on enemy aerodromes and night raids on Hamburg.

**August 11.** Massed German attack on balloon barrage, Portland, Weymouth, and East Coast shipping; 65 raiders destroyed, 26 British fighters missing. Day raids on enemy aerodromes and night attacks on oil plants and other targets. In Somaliland British repulse attack near Jugargan Pass.

**August 12.** Large-scale raids on South Coast, including Isle of Wight and Portsmouth. Sixty-two enemy machines destroyed for 13 British. R.A.F. bomb Gotha airframe factory and other targets, including 17 aerodromes.

**August 13.** Running fights between British m.t.b.s and German light naval forces; one Nazi ship rammed. R.A.F. carry out day operations from Jutland to Bay of Biscay. At night large force bombs Caproni aircraft works at Milan and Fiat plant at Turin. Others raid Junkers factories at Dessau, military targets in the Ruhr and 14 aerodromes. All-day air battle along South Coast, including mass attack on Southampton. Enemy lose 78 aircraft, Britain 13.

**August 14.** Following violent Italian attacks in Somaliland, British withdraw. Destroyers "Malcolm" and "Verity" engage six Nazi armed trawlers and three E-boats, sinking three vessels. Cruiser "Transylvania" reported sunk by U-boat. R.A.F. attack oil refineries and aerodromes. Thirty-one raiders destroyed.

**August 15.** Enemy air onslaught from Tyne to Plymouth; 180 destroyed by R.A.F. and A.A. defences. British lost 34 'planes. R.A.F. bomb targets at Milan, Turin and Genoa. More attacks on oil plants and aerodromes.

**August 16.** Intense air attacks on S.E. areas, including two on London. Enemy lose 75 aircraft, Britain 22. R.A.F. make night raids on Central Germany. Tobruk harbour bombed.

**August 17.** Submarine "Orpheus" presumed lost. Heavy R.A.F. raid on Boulogne. British capture Fort Capuzzo, Libya. In Somaliland they withdraw towards Berbera.

**August 18.** Mass raids on S.E. areas. Enemy lose 152 aircraft, Britain 22. R.A.F. bomb factories at Milan and Turin, works at Bad Rheinfelden and Waldshut, aerodromes at Freiburg and Habsheim and Boulogne harbour.

**August 19.** Fleet Air Arm torpedo transport off Norway. War Office announces British Somaliland has been evacuated. R.A.F. attack targets in Holland and N.W. Germany, including 30 aerodromes. Oil tanks near Bordeaux bombed. Five raiders destroyed.

**August 20.** Daylight raids on enemy aerodromes. Coastal Command aircraft attack two German destroyers in North Sea, damaging one. Enemy lose nine aircraft over Britain.

**August 21.** Germans lose 13 aircraft in short raids on Britain. R.A.F. attack enemy aerodromes, oil refineries and railway centres. Rumania cedes Southern Dobruja to Bulgaria.

**August 22.** Convoy in Straits attacked from air and by German shore guns, but no ship hit. R.A.F. heavily attack gun positions on French coast. Night raids on Frankfurt, Cologne, and 22 aerodromes. R.A.F. sink two submarines, destroyer, and submarine depot ship at Bomba, Libya. Ten raiders shot down over Britain.

**August 23.** British ship "Havildar" and the Canadian freighter "Geraldine Mary" sunk off Irish coast. R.A.F. bomb gun emplacements near Gris Nez. Night attacks on seaplane bases, aerodromes and railway sidings. Fort Capuzzo again in Italian hands. Widespread raids over Britain.

**August 24.** Mass attacks on Britain resumed. Dover shelled. Fierce air battle above Straits. Germany loses 52 raiders, Britain 19. Navy enters Bardia harbour and engages targets at close range. R.A.F. bomb Daimler Benz plant at Stuttgart, nitrogen plant at Ludwigs-haven, oil plant at Frankfurt, and industrial targets in N.W. Italy.

**August 25.** Germany loses 55 'planes in mass attacks on Britain, 43 being destroyed off Portland. London again raided at night. R.A.F. bomb armament works in Berlin area and many aerodromes. Coastal Command attack flying-boats in Tromso area, sinking two.

**August 26.** Destroyer "Hostile" reported sunk. Three main mass air attacks on Britain; great battle over Thames Estuary, others over Dover, Folkestone, and Straits. Night attack on two Midland towns. First enemy raid on Eire. Germany loses 47 'planes, Britain 15. R.A.F. attack 27 aerodromes, oil plants and depots and many other targets in Germany; factories at Milan and Turin; objectives in East and North Africa. Chad Territory joins Allies.

**August 27.** Submarine "Spearfish" presumed lost. R.A.F. bomb docks at Kiel and Wilhelmshaven, oil tanks and depots in Germany and France, factories in North Italy. Widespread night attacks over Britain.

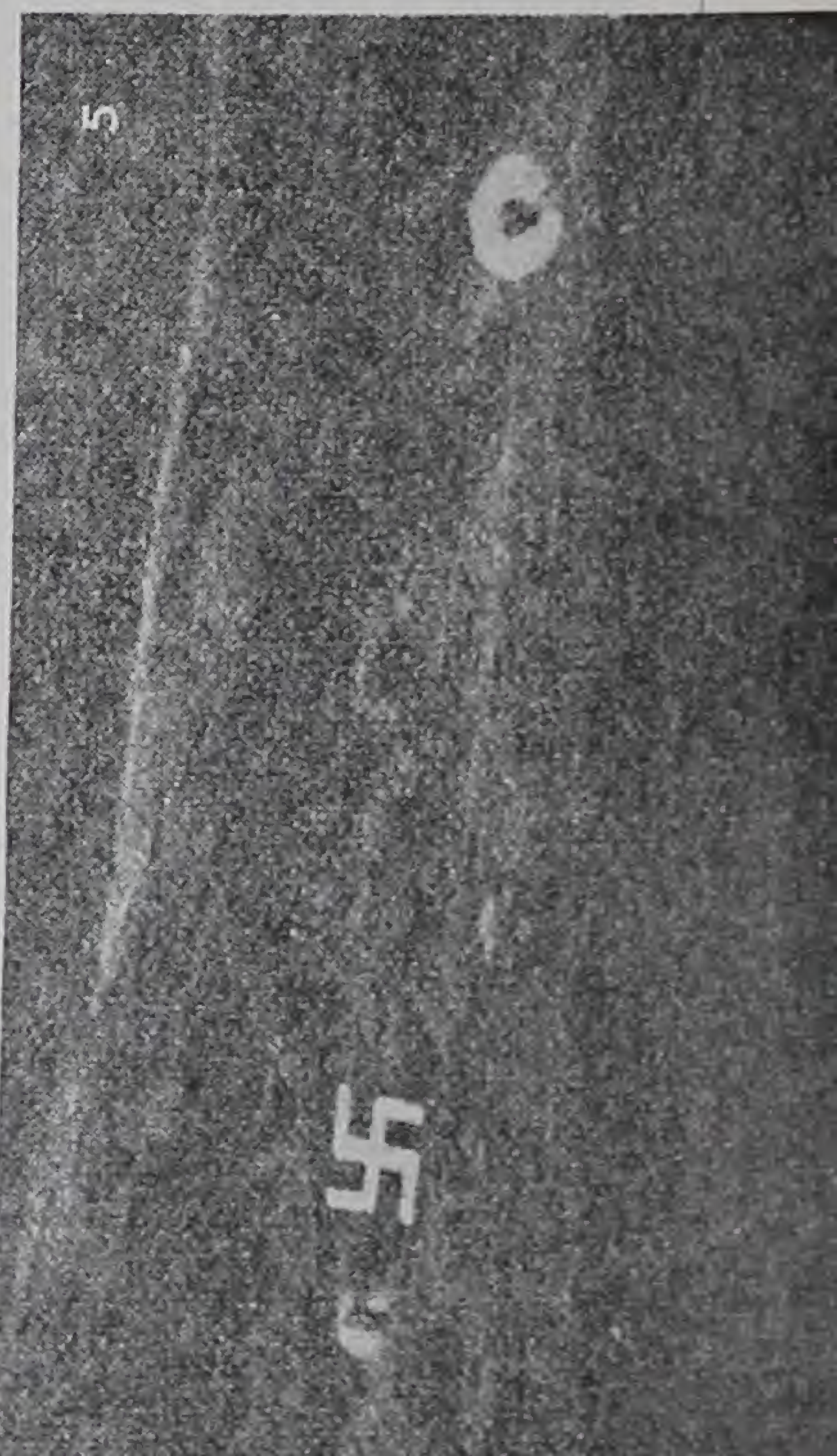
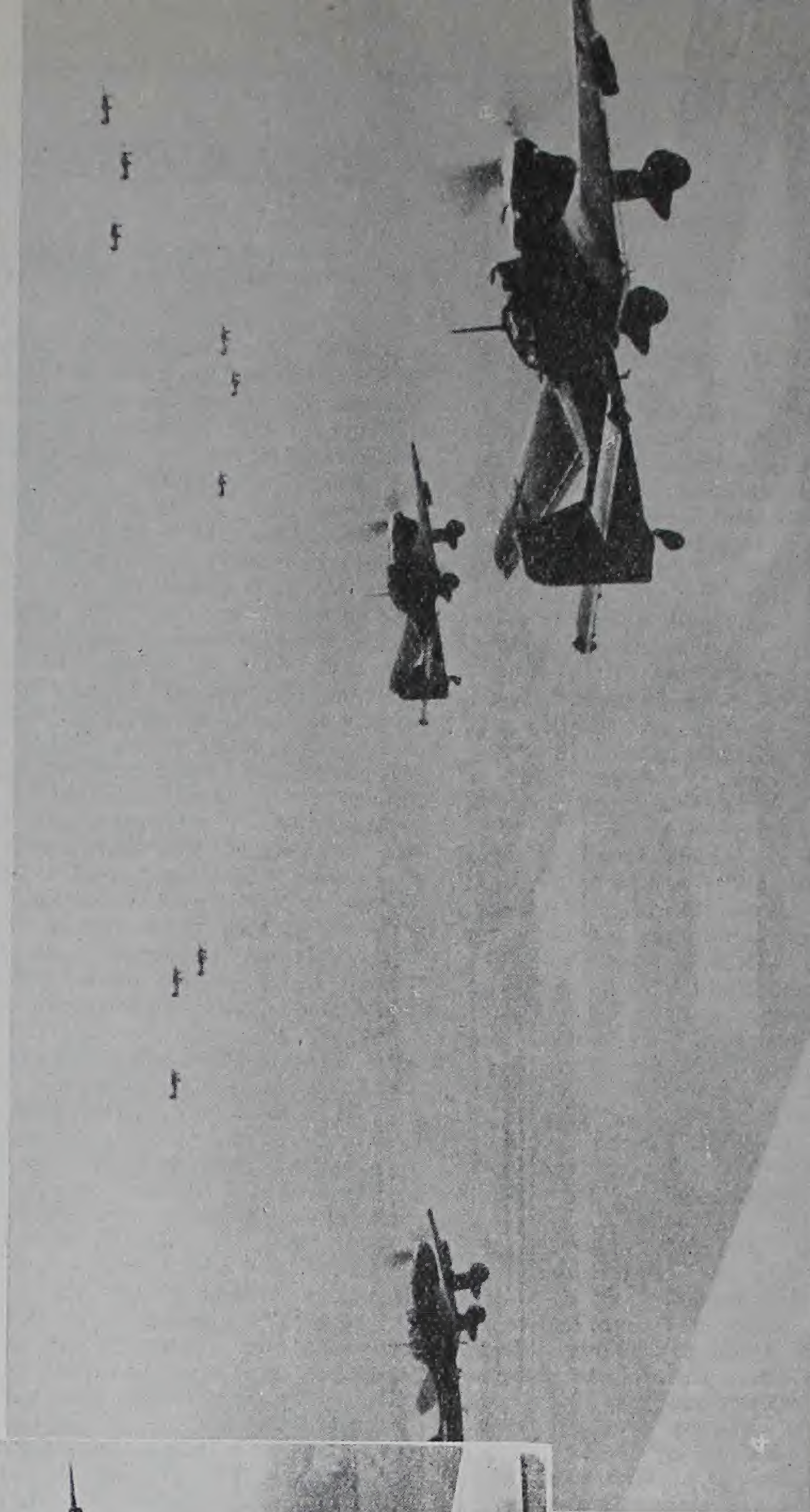
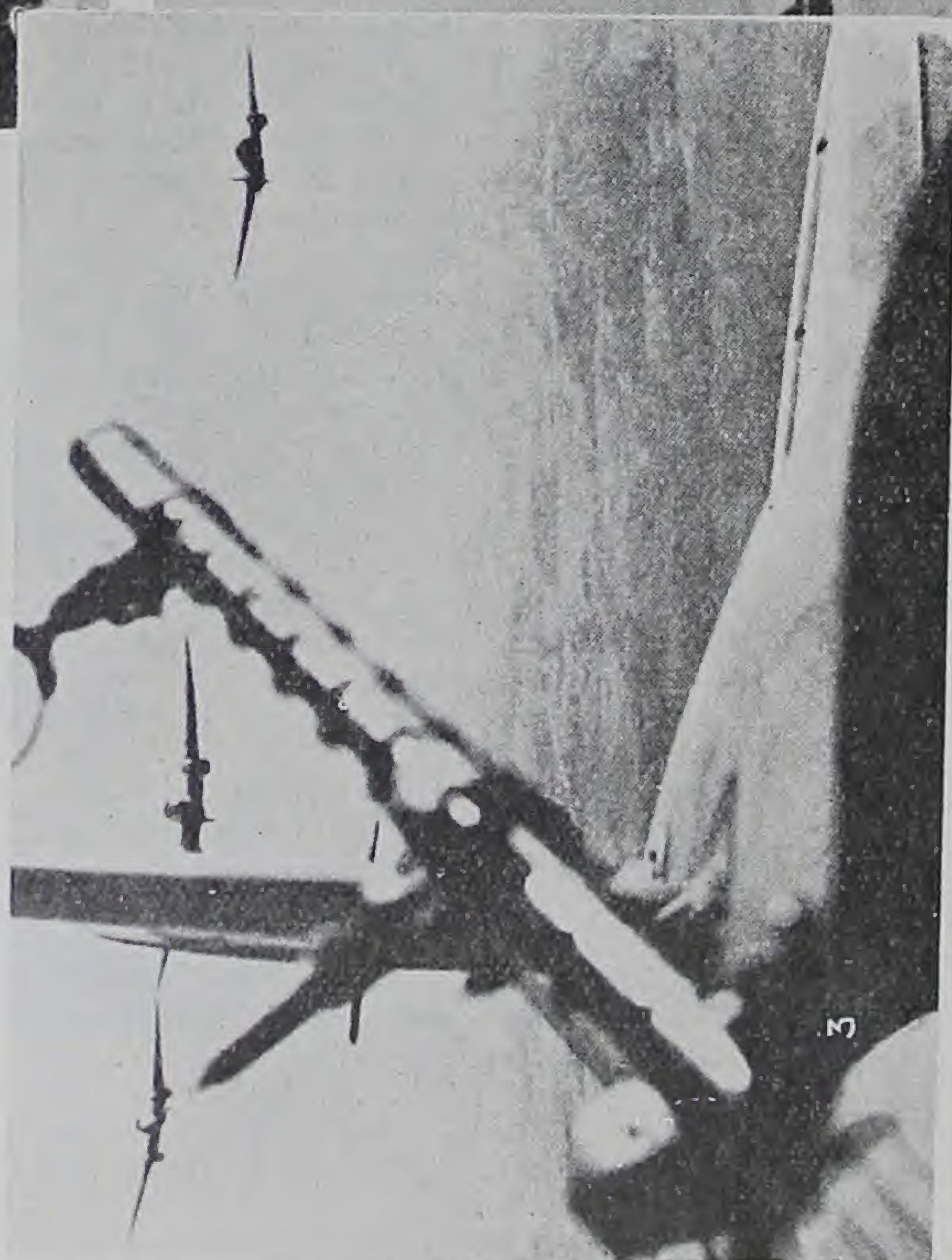
**August 28.** Heavy air attacks over Kent coast and Thames Estuary. Night raid on London. Enemy lose 29 aircraft, Britain 14. R.A.F. make destructive raid on targets in Berlin, Leipzig, etc.

**August 29.** Two main raids on Kent-Sussex coast. Widespread attacks at night. Enemy lose 11 aircraft, Britain 12. R.A.F. bomb Dutch aerodromes and coastal shipping. Night attacks on Essen, oil plants, goods yards and aerodromes. S.A.A.F. destroy hundreds of motor vehicles at Mogadishu, It. Somaliland. French Congo and Cameroons join Allies.

**August 30.** Evacuee ship taking 320 children to Canada torpedoed in Atlantic; one casualty. Great air battles over London area all day and night. Enemy loses 62 aircraft, Britain 27. Heavy night raid on Berlin, and other targets in Germany and France. Rumania cedes Northern Transylvania and three Szekla provinces to Hungary.

**August 31.** Enemy renew attacks against S.E. aerodromes. Fierce fight over London. Night attacks over N.E. town and N.W. coastal district. Germany loses 89 aircraft, Britain 39. R.A.F. bomb targets in Berlin, Cologne, Hanover, Emden and elsewhere. Italian air bases in Libya attacked. Merchant cruiser "Dunvegan Castle" reported sunk.





# RAIDS ON BRITAIN SEEN THROUGH NAZI EYES

Photos, Keystone; E.N.

1, General Ritter von Greim with Luftwaffe officers picking out objectives in Britain; 2, Final instructions being given to air crews; 3, Fighter machines seen from the tail of the Heinkel bomber which they are escorting; 4, Flight of Junkers dive-bombers setting out on a short-range raid on coastal targets; 5, Emergency landing-place on the French coastal belt, indicated by a swastika made of white cloth.



# BATTLE OF BRITAIN, PHASE II: THE ATTEMPT TO IMMOBILIZE THE ROYAL AIR FORCE

*A Feint Attack—Raids on Channel Ports Continue—Varying Nazi Tactics Countered by R.A.F.—Big Part Played by the A.A. Gunners—The Switch to Our Aerodromes: 800 Nazi Aircraft Against Our Fighter Command—Magnificent Heroism of Ground Personnel—The Onslaught Fails—Results of Individual Battles: The Score—Night Raids and Interception—Air Marshal Sir Hugh Dowding*

A BRIEF pause succeeded the first phase of the Battle of Britain. It was used by the Germans to gather together their forces, to repair their damaged aircraft, and to assemble fresh supplies at their advanced bases. The object of the second phase became perfectly clear almost from the start. It was to immobilize the Royal Air Force.

The German General Staff had recognized a fault in their earlier planning and had realized that the attempt to destroy our ports and coastal shipping could not work while the Royal Air Force remained in being. Yet the invasion plan, which must be assumed to have existed and to have been the basis of the air operations against Britain, demanded that coastal shipping and ports should be destroyed so as to provide what would in effect have been a neutral fringe round the islands of Britain.

This would have provided a clear way for the passage of German troops to selected points on the coast. They would not have been subjected to harassing by the small coastal vessels and they would have met little resistance in the ports themselves.

That seems to have been the idea. But when it was seen that coastal shipping was still working and that the ports were not shut down, the German High Command recognized that the R.A.F. barred the way to accomplishment of this essential preliminary.

Phase Two, therefore, was a complete switch of the offensive from ports and shipping to aerodromes and the R.A.F.

itself. The Germans had learned in Poland that it was possible by vigorous dive-bombing attack, maintained at a sufficient intensity, to shut down an aerodrome. If the aircraft could be caught on the ground large numbers could be destroyed in this way, the landing surface could be so pitted with craters that it became difficult

on August 30, and then to have continued until September 5. Tactically the second phase differed from the first chiefly in the changed formations used by the enemy. Much heavier fighter escorts were employed, and the Germans showed a great deal of ingenuity in disposing their formations with the object always of opposing our

fighters by their own and thereby permitting their bombers to get through and attack their objective.

Before considering the details of these operations it is worth noticing that the second phase not only represented a switch from ports and coastal shipping to aerodromes, but also an advance, if one may speak of such a thing in air war. The Germans did undoubtedly move forward the air frontier during the second phase so that their attacks were falling on points farther inland. In a sense, therefore, the second phase appeared



## ATTACKS ON THE PORTS CONTINUED

Whether it was, as suggested in this chapter, a feint or a mere continuation of a settled plan, attacks on the S.E., such as this by dive-bombers at Folkestone on August 26, 1940, were a feature of the earlier part of the second phase of the Battle of Britain.

*Photo, 'Daily Mirror'*

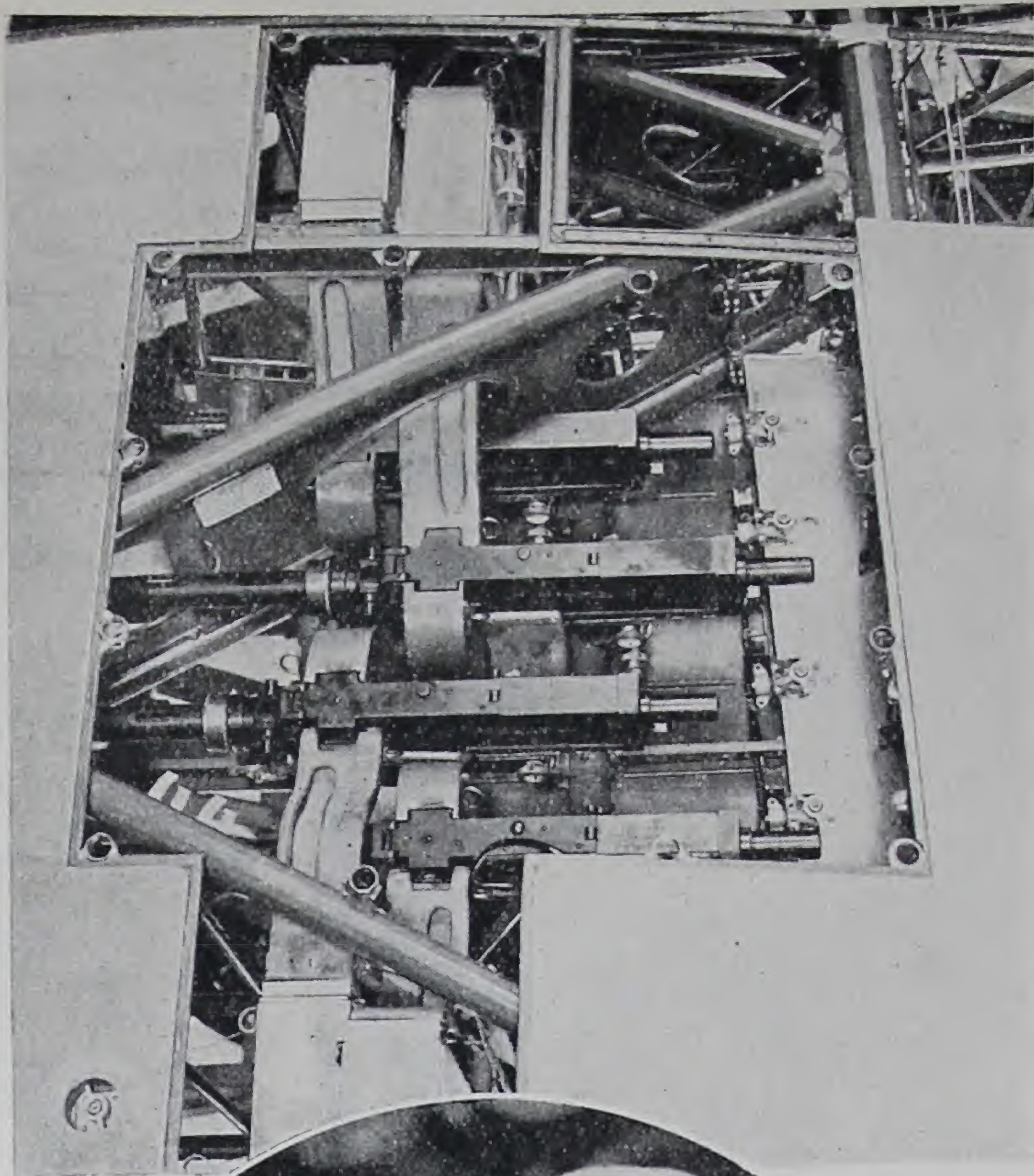
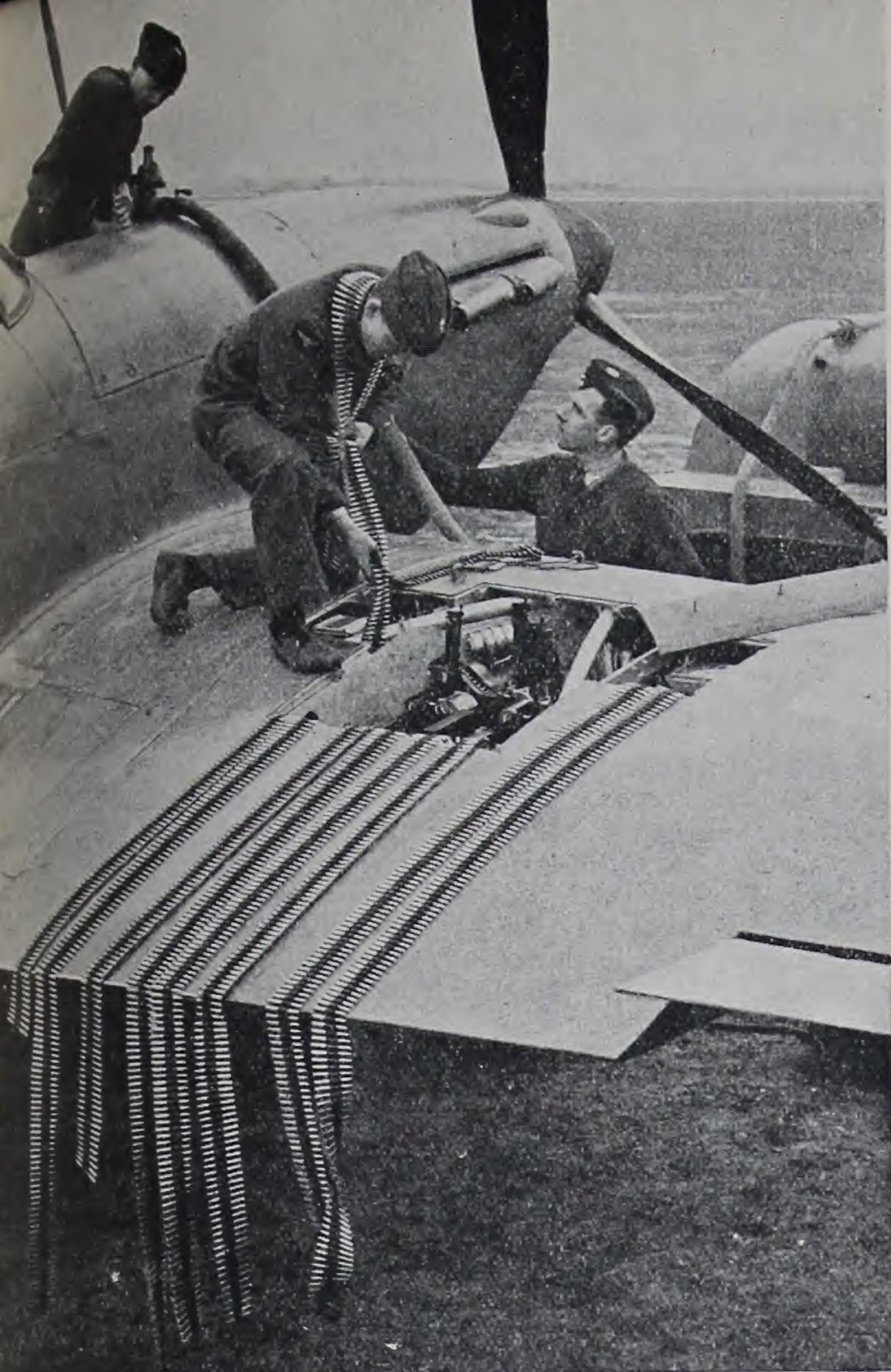
to operate aircraft with any efficiency, and sheds and buildings could be destroyed so that there was no place for maintenance work or for the staffs and pilots to live in. The Polish pattern, therefore, determined the second phase of the Battle of Britain. The order to the Luftwaffe was to shut down the Royal Air Force, and to do so mainly by destroying its aerodromes.

Let us now turn to the actual circumstances of the attack, which may be said to have begun on August 24 with what can be looked on as a partial feint effort, to have become clarified as directed at the Royal Air Force

rather more critical than the first phase. If the Luftwaffe gained much success in damaging or in shutting down our aerodromes, even temporarily, it could claim to have made an advance and to have taken an important step towards preparing the way for invasion by sea.

The first part of the second phase (August 24-30) took the form of a renewal of the attacks on ports, though this time without concurrent attacks on convoys. Places like Dover, Portsmouth, and Southampton were made the objective of strong bombing forces. Residential districts in Kent, the Thames Estuary, and Essex were also

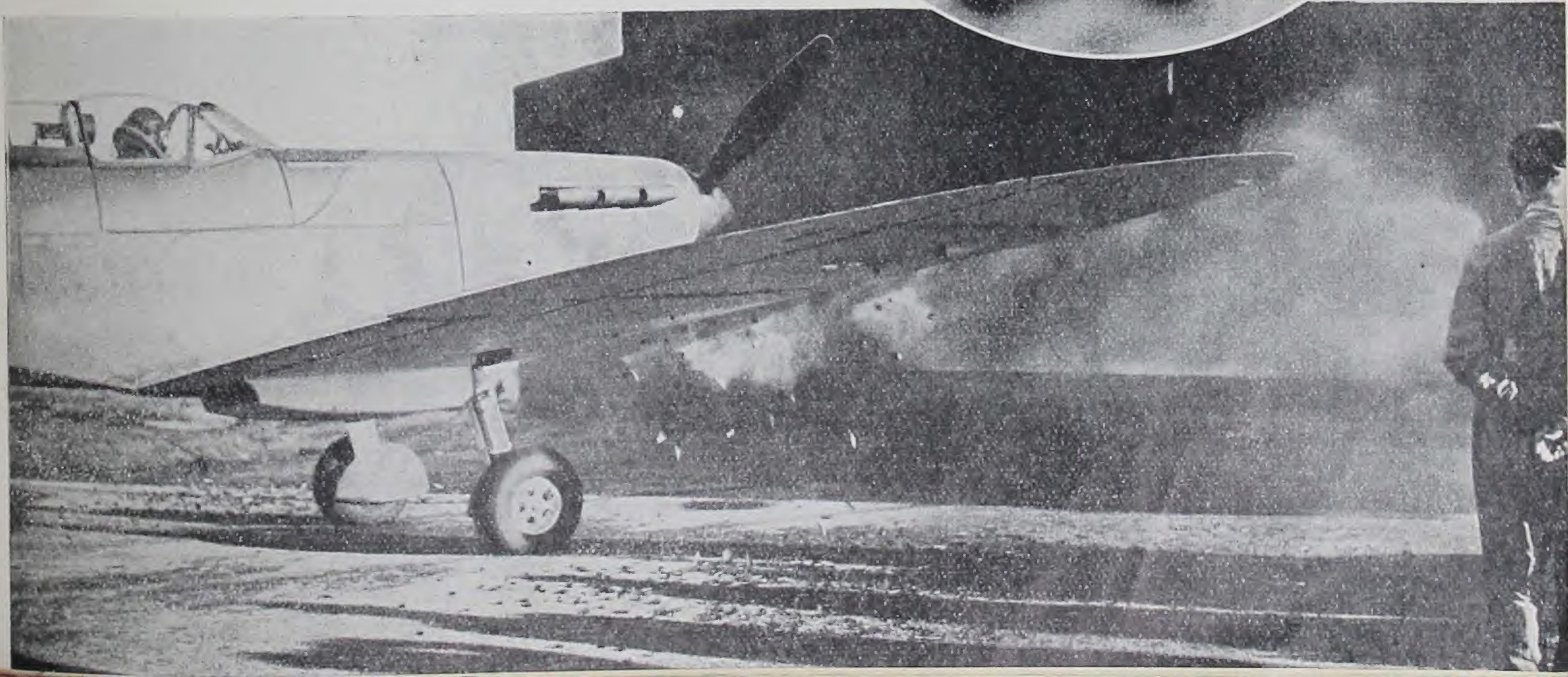




### TEETH OF SPITFIRE AND HURRICANE

Both types of R.A.F. fighters which gave so good an account of themselves in August and September, 1940, had eight Browning '303 machine-guns firing a total of 160 rounds a second, greatly exceeding the Nazi fighters in capacity. Above, left, recharging magazines of a Hurricane just returned from combat and, right, the layout of four of its guns inside a wing. Centre, the button on the joystick of a Spitfire that fires the guns. Below, a Spitfire on an aerodrome looses off a broadside.

*Photos, Charles E. Brown ; "Flight" ; Associated Press ; G.P.U.*







### PROTECTING THE TAIL

A device to protect fighters from the rear, seen in the August operations: two fighters flying in S bends on either flank of a formation.

attacked; though whether these were specifically selected targets or whether the enemy formations turned to them when they found themselves so harassed and so damaged that they had difficulty in penetrating to their real objectives, is not yet known.

Altogether there were thirty-five major attacks in this phase of the Battle of Britain, and on many occasions more than one hundred German machines were in use at the same time. When such large numbers of machines were employed a great deal of cunning was displayed in trying to divert the attention of the duty control officers in the operations rooms. These officers direct the defending squadrons as a result of information which they receive from the Royal Observer Corps and other sources, and which is set out by means of symbols on a large table map. Sometimes the Germans sent in a heavy force all in formation with escorting fighters and lower-flying bombers. This formation would sometimes



### NAZI BOMBERS IN FORMATION

On September 3 about 120 Dornier bombers flying high attacked the East Coast in formations with Messerschmitt escorts higher still above. Here are some of the Dorniers seen by a photographer on the ground. Left, twin-engined Heinkel 111s flying home through scattered cloud. On this day 25 of the enemy 'planes were shot down; on September 2, 66; on the 4th, 57.

*Photos, "Daily Mirror"; Associated Press*



cross the coast and remain together until they were embroiled in battle with our defending squadrons. Then smaller groups of bombers would detach themselves from the main formation and try to dart in and attack some target before appropriate defending forces could be reassembled.

Once or twice success attended this kind of trick, but the duty control officers were not often deceived, and the information which came into the operations rooms was usually sufficiently complete for them to watch upon their maps every move of the German





### THE DIVE-BOMBER'S FEAR

The balloon barrage had, after a year's existence, become considerably enlarged and in many ways showed its value in the Battle of Britain by land and by sea. This balloon, in an urban setting, is having a last-moment repair before it goes aloft. They were frequent targets (see page 1157).

*Photo, "Daily Mirror"*

machines and to be ready to dispose the R.A.F. fighters so that no German formation went far without being attacked. On the few occasions, however, when the German stratagem did succeed, certain of our aircraft factories were damaged.

The responsibility for coping with

German machines which came well inland rested mainly with our fighters, but in the attacks on places like Portsmouth and Southampton the anti-aircraft guns also bore a big part in the total defence effort. Often they were successful in forcing the enemy formations to jettison their bombs into the sea: this happened, for example, on August 25, when the main attack was completely foiled, largely owing to the weight and accuracy of the A.A. fire, which seemed in this case to have a sharply deterrent effect on the German bombers.

The first day, then, produced raids on Portland, Dover, and Manston, and the next day, August 25, on Portsmouth, Southampton, Dover, Folkestone, and the Thames Estuary. Attacks at these and similar points were repeated until August 30, when the whole weight was thrown against the inland fighter aerodromes. Eight hundred aircraft were used in what was evidently intended to be a decisive stroke against the R.A.F. Fighter Command. Kenley, North Weald, Hornchurch, Debden (which is north of London), Lympne, Detling, Duxford, Northolt and Biggin Hill were all attacked. Extremely heavy raids were launched on the aerodromes at Manston and Detling, so that the general picture shows a dead set at the fighter defences in the south-east corner of England.

At these R.A.F. aerodromes heroic feats were performed by the ground staffs and maintenance workers. In the face of dive-bombing raids by aircraft which had managed to get through to their objectives, or had in some way eluded our fighters, the ground personnel remained incessantly on duty

and continued to refuel and to maintain the machines, so that at no time were our aerodromes put out of action for more than a very brief period during an actual raid.

This determination to hold to our aerodromes and to see that they continued to work without intermission was one of the chief causes of our success in this stage of the battle. Had one single aerodrome been shut down the effect might have been serious, for directly a start is made in the immobilization of fighter bases the following steps become successively easier, and there would have been a very real risk of other fighter stations being shut down, with consequent weakening of our defences, perhaps up to the danger point.

After the tribute to the ground staffs comes the tribute to the aircraft. Again the Spitfires and Hurricanes proved their technical superiority to anything the enemy could send over. For many raids the enemy could employ his short-range fighters, since his bases in France were sufficiently near to allow them to operate over England and yet have a sufficient margin of fuel for the return journey. But the Spitfires and Hurricanes proved capable of dealing with the Messerschmitt 109 single-engined fighters and also with the twin-engined Messerschmitt 110s. The German bombers were completely unable to offer a strong defence against our fighter attacks.

**Splendid  
Fighter  
Aircraft**

Some brilliant individual combats were fought, and the general planning of the operations and the manner in which our fighter formations worked

### A.R.P. WORK IN A LONDON SUBURB

During the heavy August attacks London was raided, although it was incidental to the main Nazi plan. On August 24 the first bombs fell on Central London. The A.R.P. services then came fully into action, and here a repair squad is dealing with the destruction caused to workers' houses during that raid.





proved extremely successful. Our fighters frequently used the formation of a squadron in flights in line astern, with two tail-end protectors flying in S bends over the rear part of the formation to protect it against surprise from behind. Modern single-seat fighters are not well adapted for keeping a good watch towards the rear: the pilots are enclosed in their cabins, and the transparent panels over their heads are apt to make full observation difficult in any direction, but especially so towards the rear. These formations were therefore devised to give the aircraft the ability to move rapidly into battle and to reduce to a minimum the risk of surprise attack from behind.

The enemy formations were occasionally of the box type, the object being seemingly to enclose the bombers within groups of fighter escorts so as to protect them against attack coming from any direction.

We may now turn to the results of the individual battles. In what has been called the feint period, which

The Feint began on August 25 and continued until the Attack 31st, 266 German aircraft were shot down by the R.A.F. and 35 by anti-aircraft guns. The figures had been high, though not quite so high as at some periods of the first phase. August 31, with its total of 88 shot down (73 by the R.A.F. and the remainder by A.A. guns), was the most successful day. Our own losses during the whole of the second phase were, according to the official statement, 219 aircraft and the pilots of 132 of these were saved.

August 31 was our heaviest day also, when we lost 37 machines and saved 26 of their pilots.

The subsequent attacks on aerodromes did not produce quite such heavy losses. Indeed, the losses on both sides tended to fall, though the task of our fighters was in some way intensified, for they were subjected to attack on the ground and had to face in the air steadily increasing enemy fighter escorts. September 1 saw an enemy loss of 29 aircraft, all shot down by our fighters, while we lost 15 fighters. The highest enemy casualties in this period of attacks on aerodromes were on September 2, when the Germans lost 66 machines, 43 being shot down by the R.A.F. The daily figures for September are given in a later chapter.

Let us now see the effect of the German raids. As mentioned earlier, they destroyed buildings at some of our aerodromes and did a certain amount of damage to other Government property. They also made a few hits on aircraft factories, though they did not seriously interrupt production. They used bombs of widely different calibre. The dive-bombers of the Junkers 87 type dropped 500-lb. bombs in most of their attacks, though they sometimes used others of about half this weight and, more rarely, bombs of 1,000 lb. A few cases were recorded of still heavier bombs being dropped, probably by the Heinkel 111 machines. But there were no authenticated instances during this period of the use of the heaviest types, such as were employed later when the attack on London developed its full intensity.

#### ‘LONDON IS BURNING’

Forerunner of far greater and more destructive fires, that caused by the first night bombs on London just before midnight on August 24 produced spectacular effects. Sharply black against the 150-foot flames stand the figure of Justice and the Old Bailey dome in this photograph. It was taken during the first serious test of London's fire-fighting organization, which had this particular fire under control in one hour.

*Photo, Sport & General*



#### MILTON LIES LOW

The second daylight raid on London, August 25, damaged the Church of St. Giles's, Cripplegate, and blew the statue of Milton (who was buried in the church) off its pedestal.

*Photo, Wide World*

Besides the active defences, some progress was made during this period with passive defence. The protection of important targets was studied in the light of experience, and such devices as blast walls were installed to reduce the damage done if hits near a particular building should be obtained. The policy of dispersal was also adopted and steps taken to implement it.





Night raiding was not at this time as intensive as it became later, but a beginning had been made by the enemy and a certain number of raids had been launched on objectives in the south-east of England by night. On the night of August 24-25 bombs fell on Central London; a big fire was started in a block of warehouses, but was localized by the regular and auxiliary Fire Services working in conjunction. Incendiary and high-explosive bombs, were employed, and the enemy began also to use delayed-action bombs, which had a nuisance value until the Bomb Disposal Squads of Royal Engineers tackled this problem. The beginning of the fiercer night attacks, however, comes into the third phase of the Battle of Britain.

Night interception had not at this period had a chance of full development,

#### Our Night Fighters

because of the relatively few numbers of machines which the enemy was sending over after dusk, but it is worth mentioning that even at this period our night fighters were occasionally achieving success. In June they had brought down 20 machines; in July, 4; in August, 11; and in September, 28. The night successes mounted rapidly from the end of August towards the end of September.

Up to the end of the second phase on September 5, and including the whole period from August 8, the Fighter Command of the R.A.F. had flown 4,523 patrols in daylight, an average of 156



#### LONDON DAYLIGHT RAIDS

The suburbs had their first bombs over a week before Central London. Above, shops blown in at Malden, Surrey, on the morning of August 15 (the hanging placard is of peculiar interest). Special care for the welfare of animals was taken during raids. Left, horses sheltering at Covent Garden on August 30.

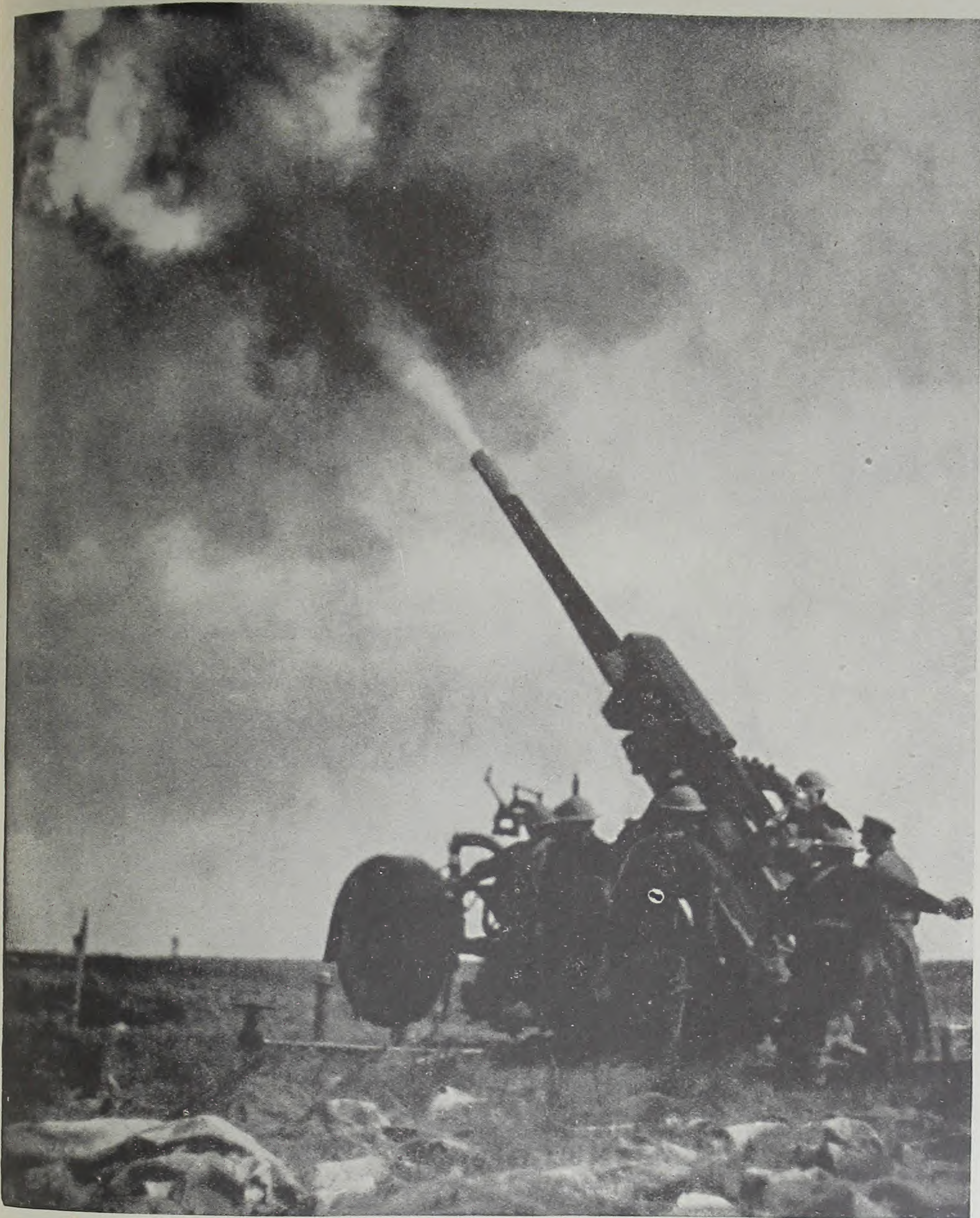
*Photos, Topical Press; Planet News*



a day. The pilots and ground crews had been subjected to a heavy strain, but it was quite incorrect to say, as was said by one observer from a neutral country, that the Fighter Command was near the end of its tether. It would still have been able to deploy greater forces and to work at a greater pitch of intensity had the call come, and therefore it was ready when the third phase opened to offer an ever stiffer resistance to the enemy.

A particular point to note is that British fighter pilots never hesitated to tackle stronger forces. They were nearly all the time engaged with stronger forces, and it did not in the least lessen the vigour of their attacks. In fact, one view was that some of the German formations were so large as





#### GUNS THAT SHOT DOWN THE NAZI BOMBERS

This remarkable photograph of a 3.7-in. A.A. gun was taken at the moment of firing, for the gunner still has his hand on the lanyard. On August 15, 1940, Britain's A.A. gunners shot down 23 enemy machines; on the last day of the month they accounted for 21—sixteen within an hour and a half at the close of the day.

*Photo, Fox*





#### LONDON CARRIED ON DESPITE THE RAIDS

Testimony to London's alertness and aplomb is this photograph of an aircraft spotter scanning the skies during a raid warning on September 5, 1940. By such vigilance people in factories, shops, offices and warehouses were enabled to continue with their tasks ; only if the warning whistle sounded did they go to shelter. In the background is the majestic dome of St. Paul's, as yet unscathed.

*Photo, Wide World*



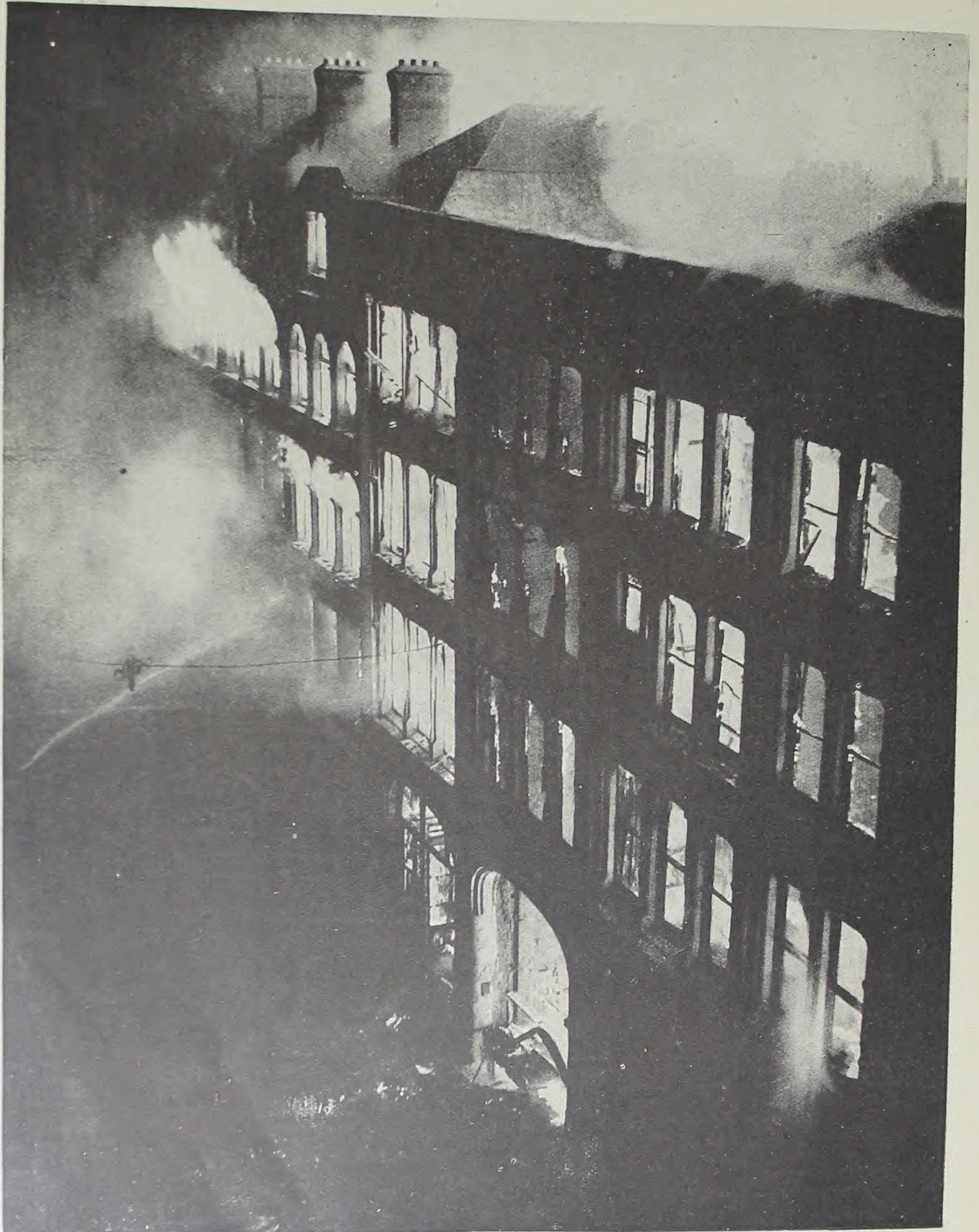


#### WHILE AN AIR COMBAT RAGED ABOVE THEIR HEADS

In the early days of September, 1940, titanic battles took place in the air above South-eastern England, as the Luftwaffe tried to destroy the fighter aerodromes of the Royal Air Force. This photograph, taken in the Kentish hopfields on September 3, shows children taking cover while R.A.F. fighters engage Nazi raiders overhead. Their elders disdained to shelter and went on with their work of hop-picking, and even the children were loath to resort to the trenches.

*Photo, John Topham*





#### LONDON CITY UNDERGOES ITS BAPTISM OF FIRE

On the night of August 24-25, 1940, bombs fell for the first time on Central London and many warehouse buildings in the eastern part of the City were destroyed or damaged. This photo of one of the conflagrations was obtained at great risk while high explosive bombs were raining down on targets lit up by incendiaries dropped by previous raiders. The raid provided a full-scale test for London's fire-fighters, who localized the outbreaks and prevented more extensive destruction.

*Photo, L.N.A.*



to be unwieldy, a circumstance that enabled our quickly-moving fighter formations to dart in and out and do a good deal of execution before the enemy could readjust himself to meet the rapidly changing conditions.

The second phase of the Battle of Britain signaled the growing realization by the German High Command of the real strength and efficiency of the R.A.F. The very fact that the attack

**Where the  
Luftwaffe  
Failed**

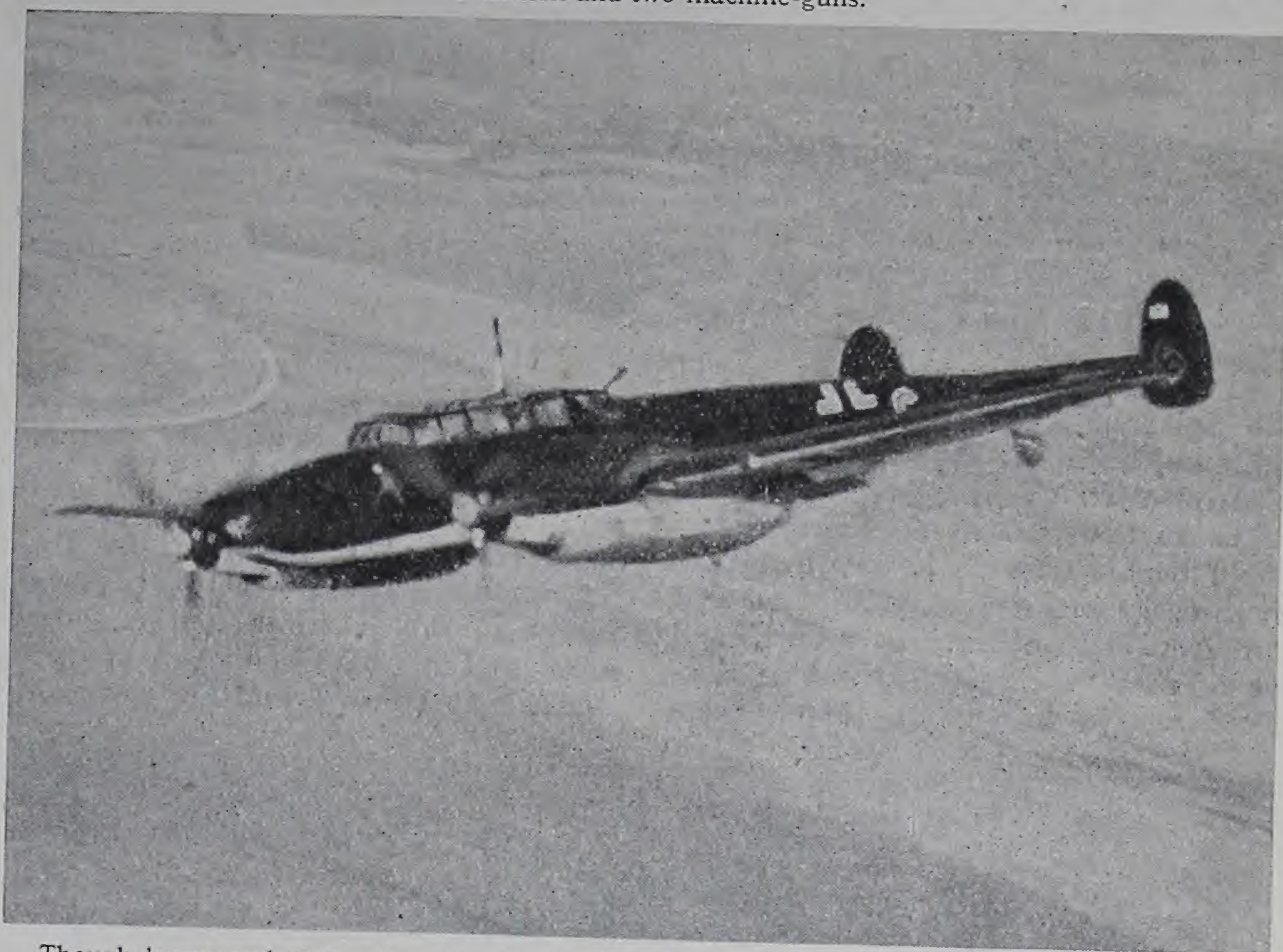
was directed against the fighter stations was an indication of the German appreciation that they could not work their will on London or any other parts of Britain in the way they had worked it upon Warsaw and Rotterdam unless they could first destroy our fighter resistance. Their failure to do this was clear by September 5, but in the German manner they were not deterred from further efforts and further losses; and, as will be seen when the third phase is considered, they contrived to make an effort on an even larger scale to break through the screen offered by our Fighter Command.

Finally, something must be said here to acknowledge the work of Air Marshal Sir Hugh Dowding, the Air Officer Commanding-in-Chief the Fighter Command at this period. He was largely responsible for the organization of the systems of reporting and control used in the direction of all these operations. These systems had been built up during a period of years before the outbreak of war, while Sir Hugh was Commander-in-Chief, and had been perfected in many Air Force exercises.

Sir Hugh had a good deal to do with the tactical success of the fighter squadrons, for to this subject also he had devoted much of his attention. He encouraged his subordinate commanders to do everything in their power to develop and improve tactical methods. Few people have appreciated what a wide gulf lies between the fighting methods of the Royal Air Force during the Battle of Britain and those of the early pilots of the Royal Flying Corps and the Royal Naval Air Service in 1914-18. The earlier pilots relied for their information of the enemy's movements largely upon their own eyesight. They had to go out and look for the enemy by searching the sky. Inter-communication was virtually unknown. If the leader of a formation wished to indicate that he was about to attack he could give a primitive signal by moving his machine in a certain way, but he could not speak to his pilots, nor could he give detailed directions as to the form of attack they were to employ.



The Messerschmitt 109 as used in the summer of 1940 was a single-seat, single-engined fighter with a top speed of just over 350 m.p.h. A low-wing all-metal monoplane, it was armed with a cannon and two machine-guns.



Though larger and more powerful than the Me 109, the two-seat Messerschmitt 110 was not so manoeuvrable. Its top speed was 365 m.p.h. (two engines); it was armed with two cannon and four machine-guns.



**NAZI FIGHTER AIRCRAFT IN THE BATTLE OF BRITAIN**

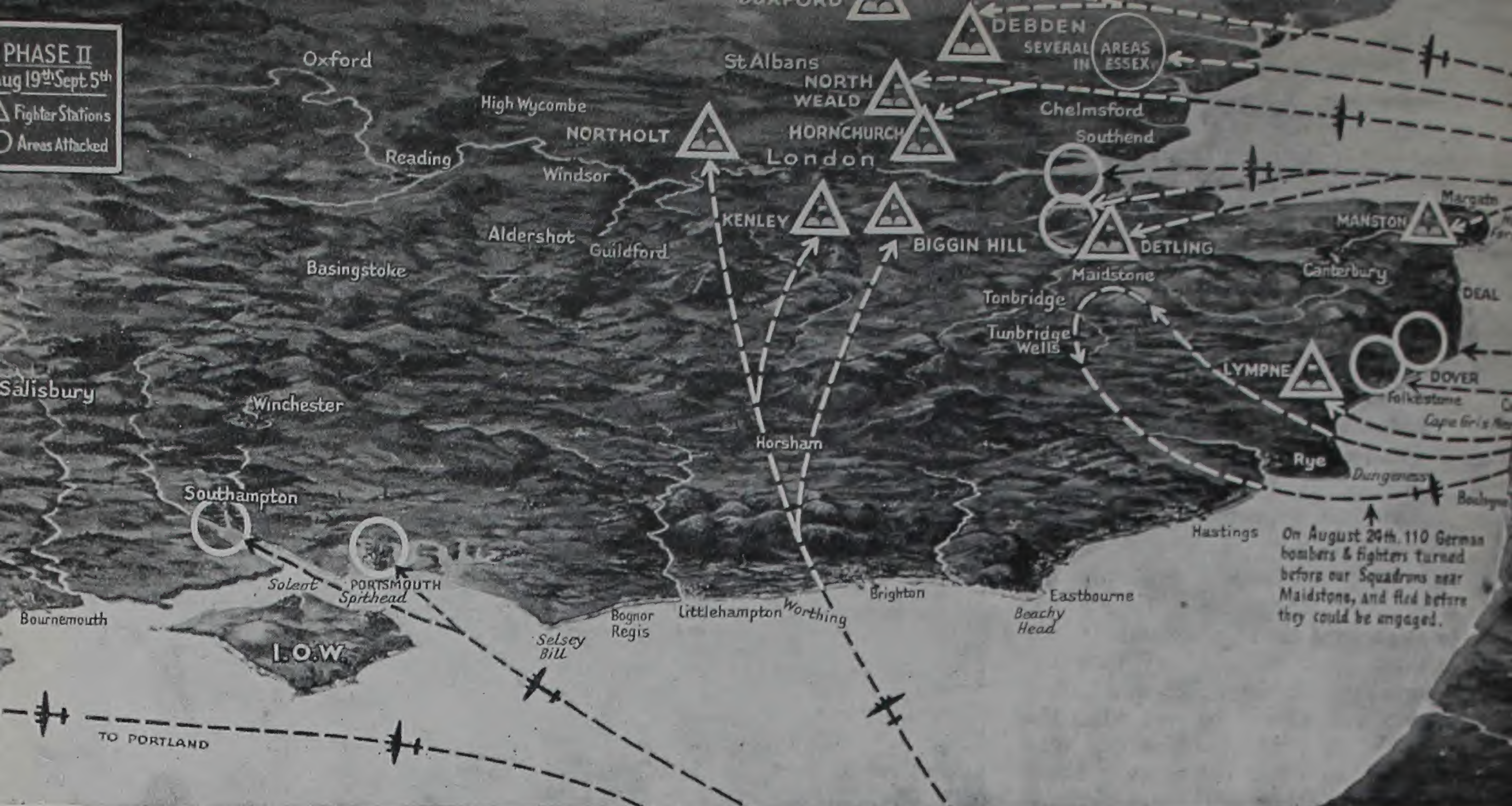
A few Heinkel 113 fighters were used against the R.A.F. in the period under review. The armament was one cannon and two large-bore machine-guns; the single engine gave a top speed of about 380 m.p.h. All three Nazi fighters were outclassed by the British Hurricane and Spitfire, aided sometimes by the Defiant.

*Photos, Associated Press; E.N.A.*



## PHASE II Aug 19<sup>th</sup> Sept 5<sup>th</sup>

△ Fighter Stations  
○ Areas Attacked



In the Battle of Britain the pilots in the Spitfires and Hurricanes were in communication with the ground duty controllers all the time, and were also in contact with one another. They could be led towards enemy machines by directions received by radio and sent out from the operations rooms, and when they went into combat they could receive instructions given them

### PHASE II: LUFTWAFFE'S FUTILE ATTACK ON AERODROMES

After a five days' lull (see map, page 1164) the Nazi raiders struck (August 19) with mighty force against the inland fighter air bases of the R.A.F., though still for a time maintaining attacks on coastal targets. As many as 800 enemy aircraft were employed in the major operations on the last two days of August, 1940.

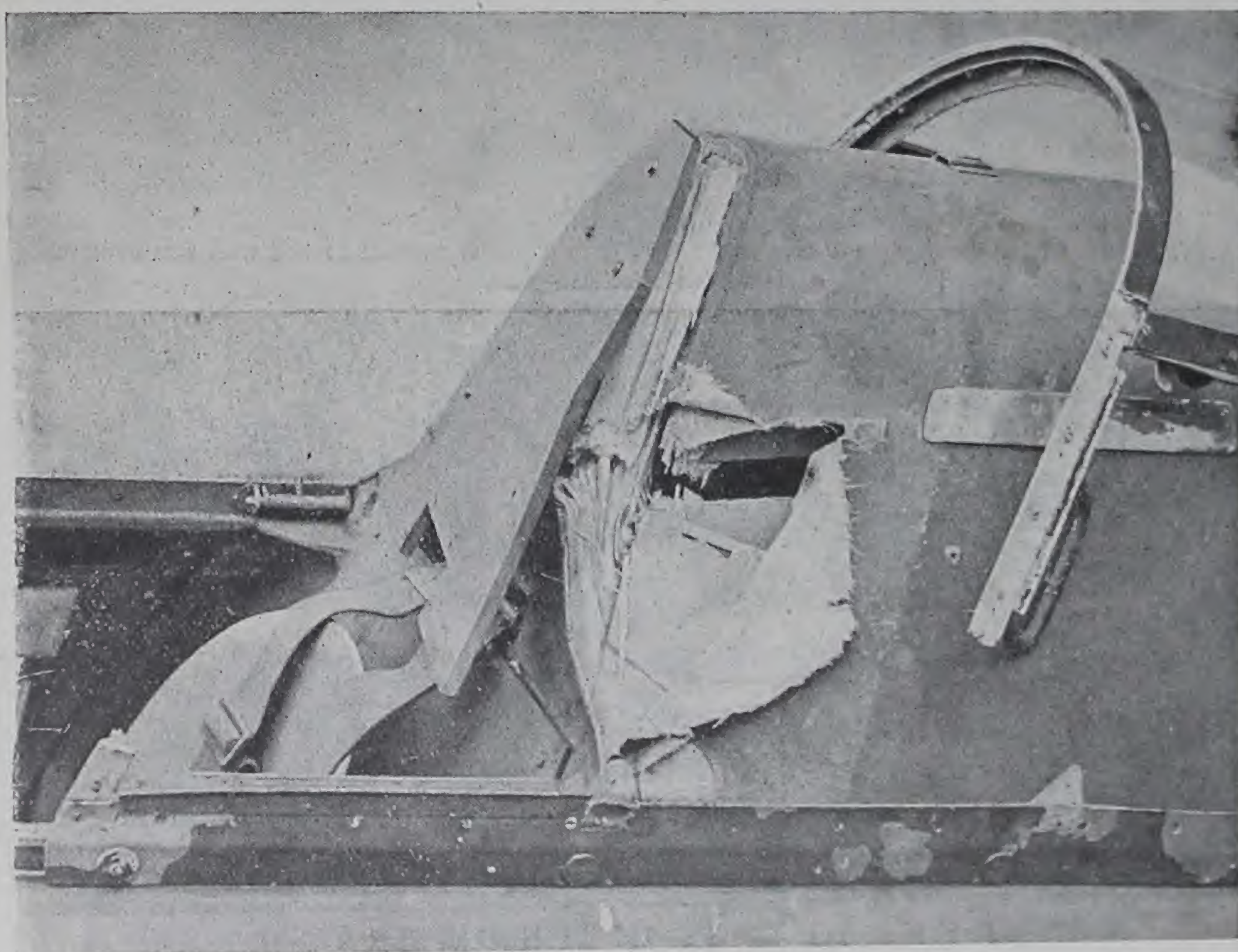
*From the Ministry of Information record, "The Battle of Britain"*

personally and immediately by their formation leaders. Obviously this vastly improved inter-communication enables far more complex tactical methods to be used, and the Royal Air

Force have a large number of different forms of attack which they employ in accordance with the orders given them by the formation leader as they go into battle.

It is impossible to emphasize too much the gain in efficiency by this system as compared with that in which the squadron works on its own. Not only is there the advantage of close cooperation, but the whole process of interception is much more speedy. It may be that the ease with which the Luftwaffe overcame the Polish Air Force was due in some measure to the absence in that country of a fully developed organization for reporting the movements of enemy aircraft and for bringing defending fighters into contact with them.

In the second phase of the Battle of Britain we see the justification not only of British aircraft and engine designs—the whole of the defensive fighting by the R.A.F. was conducted with a single type of engine, the Rolls-Royce Merlin—but also of the complex system of working which had been evolved as the result of very great labours on the part of those responsible. It was the system as much as the technical quality of our aircraft that enabled so few defending fighters to take such a tremendous toll of the enemy and utterly frustrate his schemes.



### TESTIMONY TO SOUND WORK AND SKILFUL PILOTING

An enemy shot, entering this Hurricane from the side, pushed away the armour behind the pilot's seat. After shooting down an Me 109 the pilot was badly wounded; the engine had stopped, and the rudder and tailplane were stripped. Gliding some 20 miles, he eventually made a safe landing.

*Photo, Associated Press*



# BATTLE OF BRITAIN, PHASE III: NIGHT ATTACKS ON LONDON DEVELOP

*First Night Attack on London—500 Raiders on the Docks, September 7—  
Goering's 'Historic Hour' Boast—Magnificent Work of Civil Defence—  
America's Tribute—Stories from Dockland and the West End—The George  
Cross Created—London's New Barrage—'The Greatest Day,' September 15  
—Luftwaffe's Terrible Losses*

SEPTEMBER had come—a September of splendidly sunny days, of night skies filled with stars; and Hitler and his henchman Goering, in their prideful wickedness, decided to do to London what they had done to Warsaw and, still more, to Rotterdam. Maybe they believed that by now the fighter aerodromes along the coast and about the capital had been so damaged by the August raids that they were practically out of action; or possibly their time-table decreed that it was the hour to attack London. Be that as it may, it was now London's turn, and on London the Luftwaffe was now flung in all its devilish strength.

During that first week of September there were many attempts to reach the capital, but they were ineffective before the intense A.A. fire and fighter activity. The capital was actually bombed on the night of September 4 (the first bombs in daylight on Central London having been dropped on August 24), but the damage and casualties were only light. Of large numbers of enemy aircraft which crossed the coast the next day, only a few managed to reach the suburbs, but there was a fairly heavy raid that night. The raids began again at 9.30 the next morning (Friday,

September 6); hundreds of raiders were tackled over Kent and the Thames Estuary and some bombs were dropped in London itself. By midnight the capital had had six warnings, but the A.A. gunners could claim a bag of 61 raiders shot down in seven days, while between September 3 and 6 our defences as a whole had accounted for 154 Nazis, with a loss to the R.A.F. of 71 machines and 30 pilots.

But this was only the curtain-raiser. On September 7 Goering sent against London a fleet estimated at 500 raiders in a terrific attempt to smash through the defences, reach the metropolis, and obliterate the docks on which the lives of so many millions depend. Perchance, too, he thought that by one great blow London could be put out of action, even virtually destroyed.

Up the river and across the Kentish hills sped the horde of aircraft, the ugly Junkers and Heinkels surrounded by their clouds of nimble Messerschmitts. As they drew near they were met by a curtain of fire which to

most of them proved impenetrable. Others were picked off by the British fighters and their Polish allies, who, darting in from the clouds, hung on to that menacing multitude. Numbers plunged to their doom. "We just gave them all we had got," said the leader of the Polish squadron of Hurricanes, whose bag for the day was 11; "opening fire at nearly 150 yards range, and only breaking away when we could see the enemy cockpit completely filling our gun sight. That means that we finished the attack at point-blank range. We went in practically in one straight line, all of us blazing away." Another Hurricane squadron of Canadians accounted likewise for 11 Nazis, while the Czechoslovaks shot down five.

So many had Goering flung into the fight, however—as one Hurricane squadron leader said, "there seemed oceans of them"—that it was inevitable that some should get through the defensive ring of guns and planes. High up in the sky they appeared over Dockland and London's East End, and,

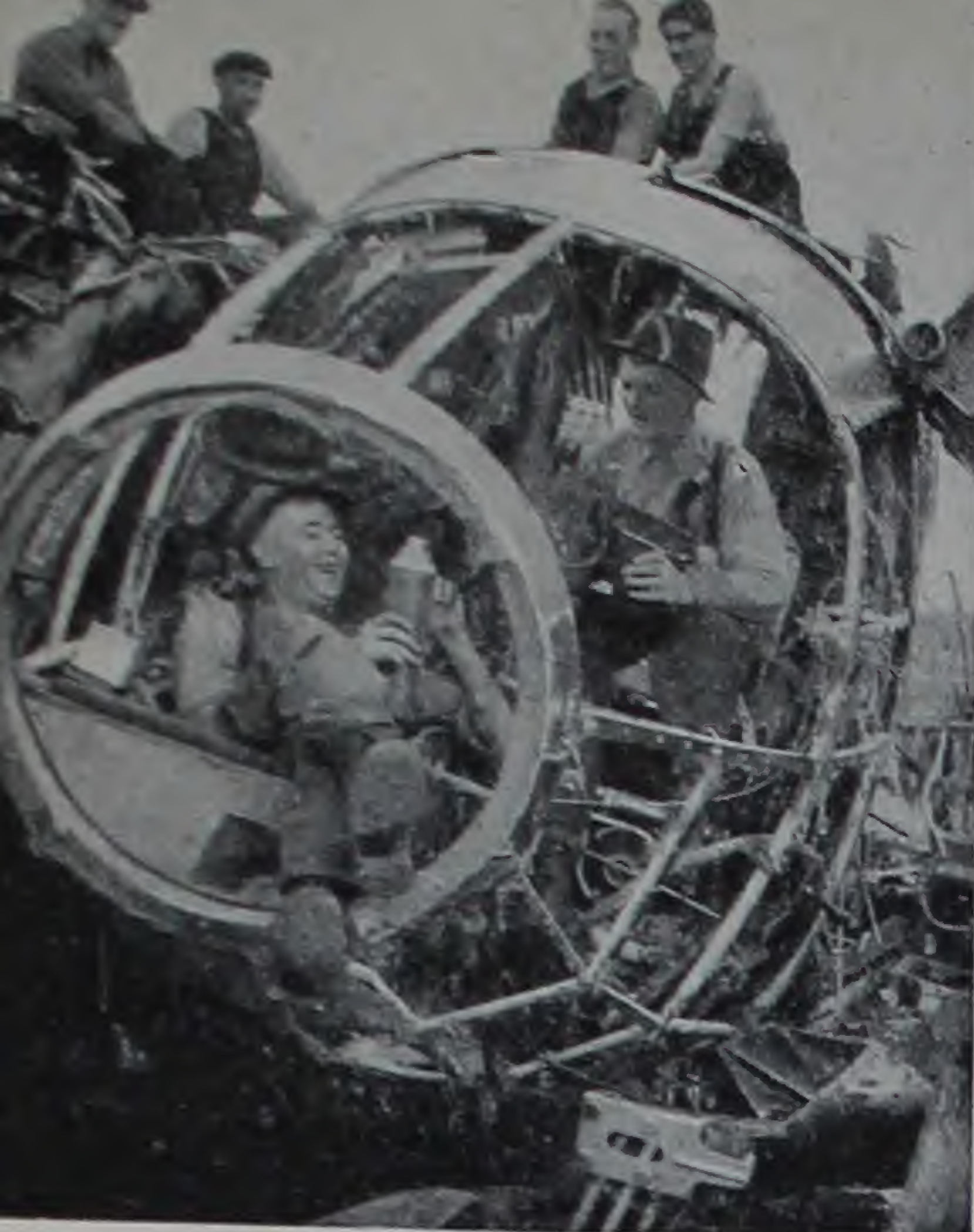
## LUFTWAFFE FAILED TO SHAKE BRITISH MORALE

Many bombs dropped on London by the Luftwaffe in September, 1940, fell in working-class districts like this, demolishing or rendering uninhabitable whole streets. But undaunted even by this grim ordeal, the people salvaged what they could and set up house again elsewhere.

*Photo, Planet News*







### AT A DORNIER SALVAGE DUMP

Huge dumps, acres in extent, were needed to accommodate Nazi aircraft shot down over Britain in September, 1940. Here salvage workers demolishing a Dornier are seen at a lunchtime break.

*Photo, Associated Press*

seizing their moment, discharged their loads of high explosives and fire bombs. This was at about 5.30 in the afternoon. On humble tenements and great industrial plants, on wharves and streets they fell, with a force as terrible and deadly as it was indiscriminating. Numerous fires were started by the incendiaries, and their glow served as beacons for the relays of raiders who came along at about 8.30 and all through the night. The blaze was seen for miles

round about, and when morning broke smoke was still rising from the ruins, although most of the fires had been got under control by the magnificent toil of London's firemen, professional and auxiliary. Much damage was done, and in the space of a few hours hundreds of Londoners were slaughtered, maimed, or rendered homeless. Acres of little homes were shattered, hospitals were laid in ruins, churches and public buildings demolished, and the facilities of ordered civilized existence interrupted.

While the raid was in progress its course was reported in a running commentary from every German radio station. Goering himself came on the air to boast of his exploits. Broadcasting from Northern France on September 8, he said: "Now is the historic hour when for the first time the German Air Force has struck at the heart of the enemy. After all the British provacatory attacks on Berlin the Fuehrer decided to order reprisal blows against London. I personally assumed command of these victorious German airmen, who for the first time have attacked London in broad daylight, accompanied by brave fighter comrades. They will continue to carry on their orders to full execution." Germany, officials in Berlin were already claiming, controlled the air over London.

In London it was admitted that the attacks exceeded in scale any that had

preceded them, and heavy casualties were reported. That Saturday 306 persons were killed in London and 1,337 were injured. On the next day, when at nightfall raids were renewed in force, 286 were killed and some 1,400 seriously injured; and during the night of Monday, when (said the Air Ministry) "bombs were scattered over London without any distinction of objectives," the figures were about 400 killed and 1,400 injured.

London's citizens, declared the official communiqué, "met the blind savagery of these night attacks with admirable courage and resource."

On September 7 Mr. Winston Churchill went to the East End, and

**Savagery  
of Night  
Attacks**

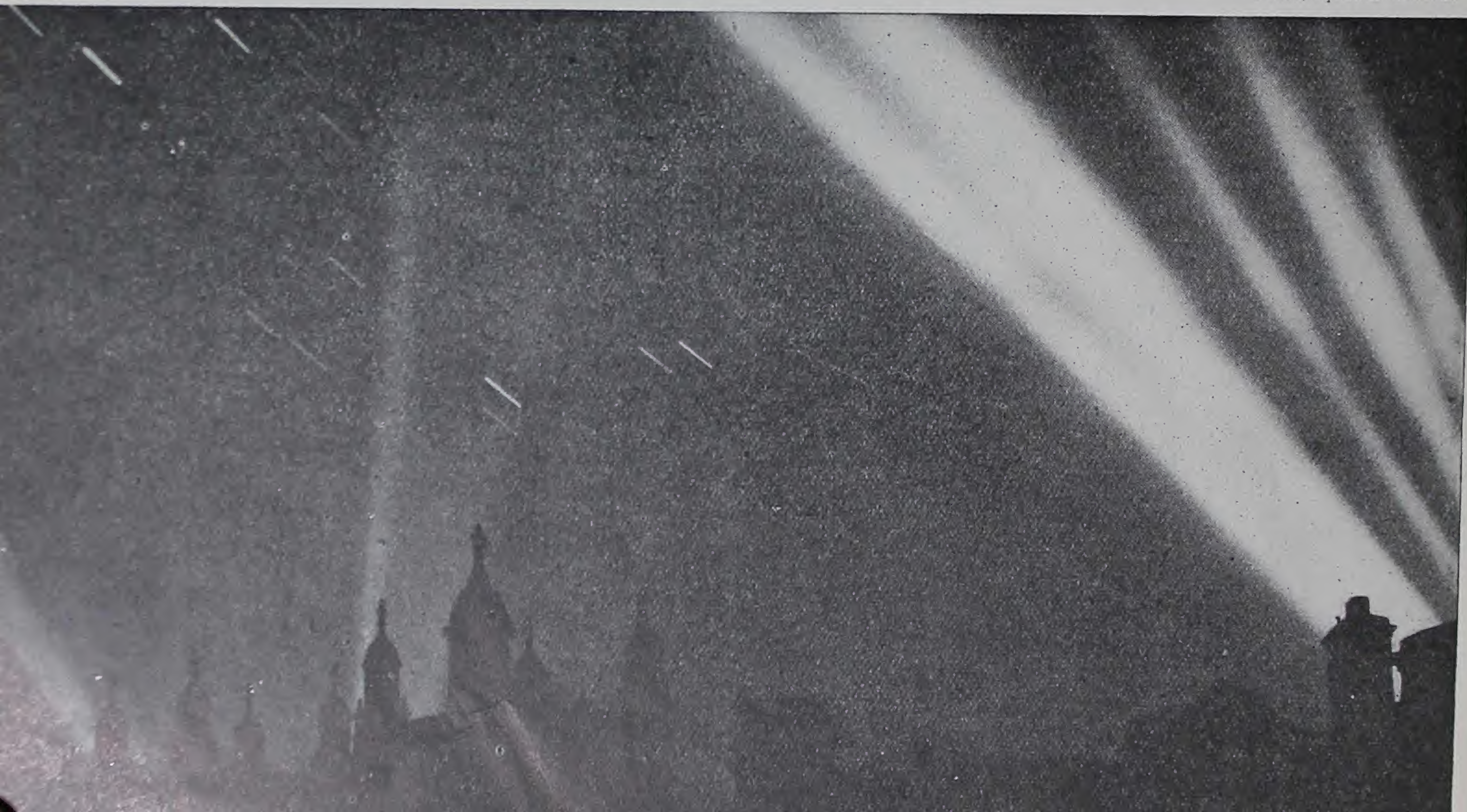
returned greatly impressed by the magnificent spirit shown by the much-bombed populace, and also by the efficiency of the civil defence organization, which was reported to be functioning smoothly and well (although it transpired later that here and there were to be noted weak spots to be put right).

Words are all too inadequate to describe the fearless and devoted work of the civil defence workers as a whole, however. A special tribute was paid to the whole of the ambulance service, about half of whose personnel were women drivers. The rescue parties did their hazardous work with indomitable tenacity and skill. The fire brigades

### LONDON'S GROUND DEFENCES GO INTO ACTION

This untouched photograph shows local and distant searchlight batteries as they sprang into activity during a night alert at the end of August, 1940. The tracks of many tracer shells are also to be seen, a clear indication of the heavy curtain of fire flung up against the raiders by the A.A. gunners.

*Photo, Sport & General*





carried on most courageously under heavy bombardment, and their casualties are evidence—if evidence be needed—of their heroism and devotion in the path of duty. They paid for their bravery with a heavy price. The police, too, lived up to their highest reputation; and the wardens and all the miscellaneous personnel showed that the long months of waiting and boredom had not sapped their spirit or impaired their efficiency.

Night after night the raids continued, and the toll of casualties and of damage grew and grew. The Germans gloated over the successes which (they were assured) their airmen were gaining; Britain's defence is obviously weakening, they were told, and the presence of Polish and Czech pilots in the defending squadrons showed that there was a serious shortage of trained pilots in England . . . In America the progress of the battle was watched with the intensest interest, the deepest concern.

"London is not only the home of some 8,000,000 souls," said the "New York Herald Tribune," "she is also a home of our own civilization . . . And it is this city—fragile like all great cities, but tough like all human institutions into which courage and devotion have been woven—on which Herr Goering's brutal band is sowing 1,000-lb. bombs and Molotoff breadbaskets."

"Fortunately," wrote the "New York Times," "the British are not ready to be terrorized. Their air defences remain stubborn and continue to bring down enemy aeroplanes from every raid. Their civilians are showing a cool heroism that was not

surpassed by trained troops in the worst moments of the last war. Their industrial production does not appear to have been damaged severely, in spite of heavy blows around the Port of London. The British watchword today is, 'We can stand it.' This surely is not what Marshal Goering expected. He will have to hurl more terror for weeks or months of uninterrupted action before he can force the British spirit to crack and yield."

Volumes might, and will be, written of the horrors and glories of those dreadful days, and still more dreadful nights. Here we have space for but a glimpse or two of soul-stirring scenes. Here, for instance, we have a description by a 16-year-old girl of how on that Saturday afternoon she and her father and mother, her brother of 13 and little sister of seven, took refuge in the Anderson shelter behind their humble home in the heart of dockland.

"We could hear bombs whistling down all round us as we cowered in the back of the shelter, expecting to be hit every moment. Bombs were dropping in a recreation field behind us, and we thought that if they didn't hit us they would surely hit our house, where we had had to leave our poor little dog. We could hear her barking furiously at every explosion. Our shelter shook, and so did we, but my small sister went to sleep and never heard a thing. The rest of us ate sweets and tried to pretend we didn't mind. All the time fire-engines were rushing past clanging their bells. When the All Clear sounded and we started to come out of the shelter, my brother said, 'Hasn't it got dark?' Father said it was because we had been in the shelter—but it wasn't. It was a great smoke cloud all over the sky—

### FIERY BACKGROUND OF THE ATTACK ON LONDON

In the eastern sky vast columns of smoke lit up by leaping flames were to be seen on the night of September 7, 1940. After a number of daylight attacks, Goering sent night bombers to set fire to London's port and docks. Though considerable damage was inflicted, it cost the Nazis the loss of 103 aircraft.

*Photo, Associated Press*



### AFTER THE DOCKLAND RAID

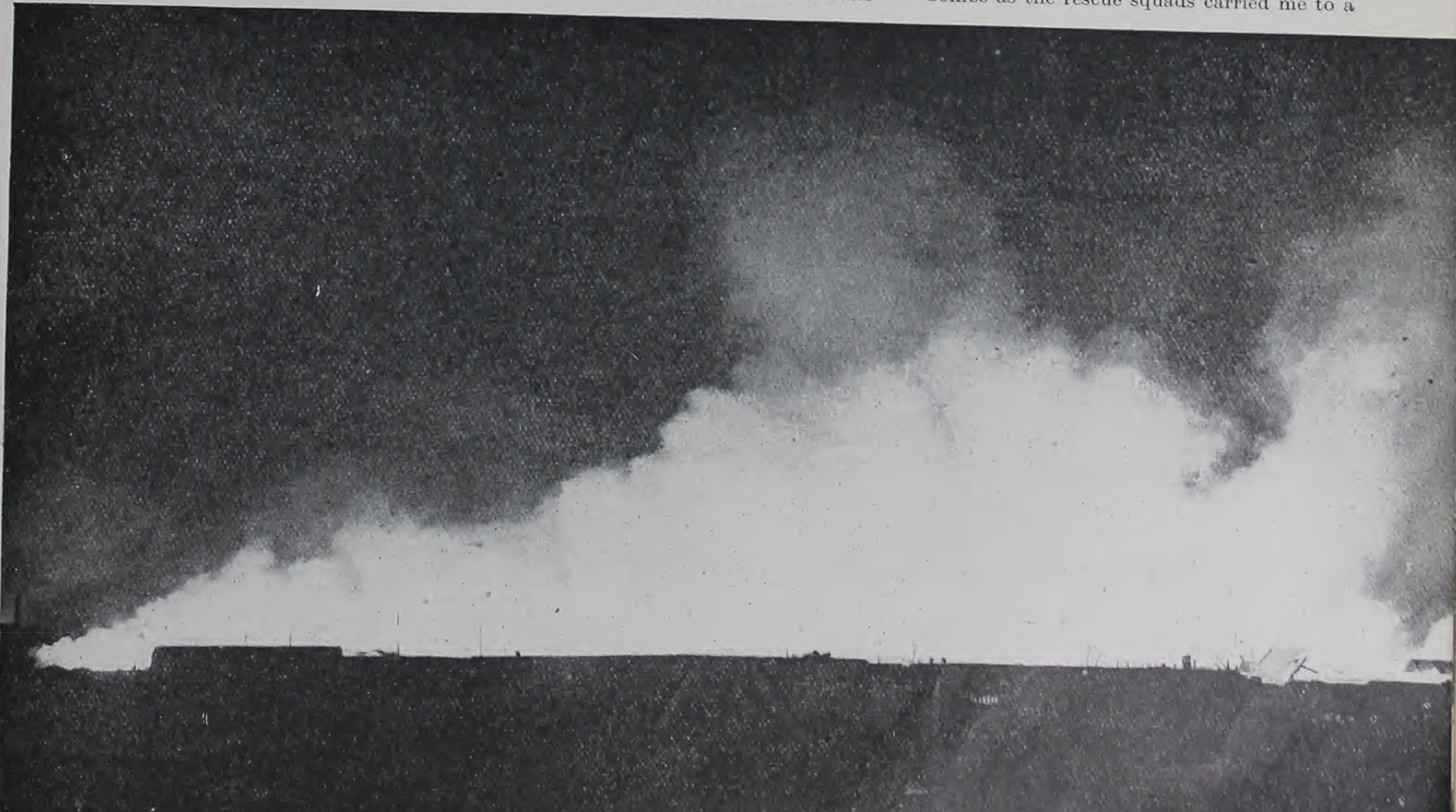
Incidental to the great raid on the London docks of September 7, 1940, was the destruction of many dwelling-houses in East London. Here a warden helps homeless people on the way to a place of refuge.

*Photo, Associated Press*

awful thick, black smoke, which made our faces dirty. We thought for a moment that our house was on fire, but it was the reflection from the burning buildings farther down. We could see at least half-a-dozen fires blazing and great flames shooting up into the sky."

Then here is a picture drawn by an A.F.S. fireman, Mr. L. F. Bastin, who worked without stopping at a blaze from five o'clock on Saturday afternoon until after midnight.

"I saw hundreds of firemen working with bombs dropping all round. I counted 12 bombs as the rescue squads carried me to a





# THE GREATEST DAY IN THE BATTLE OF BRITAIN

## September 15, 1940

The better to comprehend the nature of the months of bitter and nearly continuous air fighting in the summer and autumn of 1940 we extract, by permission, from the Air Ministry record, 'The Battle of Britain,' the following detailed story of one day. It was Sunday, September 15, one of 'the great days.' The actions in that period were described by Mr. Winston Churchill as 'the most brilliant and fruitful of any fought upon a large scale up to that date by the fighters of the Royal Air Force.'

**O**VER the South-East of England the day of Sunday, September 15, dawned a little misty, but cleared by eight o'clock and disclosed light cumulus cloud at 2,000 or 3,000 feet. The extent of this cloud varied, and in places it was heavy enough to produce light local showers. Visibility, however, was on the whole good throughout the day; the slight wind was from the west, shifting to north-west as the day advanced.

The first enemy patrols arrived soon after 9 a.m. They were reported to be in the Straits, in the Thames Estuary, off Harwich, and between Lympne and Dungeness. About 11.30 Goering launched the first wave of the morning attack, consisting of a hundred or more aircraft, soon followed by one hundred and fifty more. These crossed the English coast at three main points, near Ramsgate, between Dover and Folkestone, and a mile or two north of Dungeness. Their objective was London. This formidable force was composed of Dornier bomber 17s and 215s escorted by Me 109s. They flew at various heights between 15,000 and 26,000 feet. From the ground the German aircraft looked like black dots at the head of long streamers of white vapour; from the air like specks rapidly growing. They appeared first as model aeroplanes and then, as the range closed, as full-sized aircraft.

Battle was soon joined and raged for about three-quarters of an hour over East Kent and London. Some hundred German bombers burst through our defence and reached the eastern and southern quarters of the capital. A number of them were intercepted above the centre of the city itself just as Big Ben was striking the hour of noon.

To understand the nature of the combat, it must be remembered that the aircraft engaged in it were flying at a speed of between 300 and 400 miles an hour. At that speed place names become almost meaningless. The enemy, for example, might have been intercepted over Maidstone, but not destroyed until within a few miles of Calais. "Place attack was delivered—Hammersmith to Dungeness" or "London to the French Coast." Such phrases in the Intelligence Patrol Reports forcibly illustrate the size of the area over which the battle was fought. That being so, it is better perhaps not to attempt to plot the place of attack too accurately—an almost hopeless task—but to refer to it simply as the Southern Marches of England.

The battle in fact took place roughly in a cube about 80 miles long, 38 broad and from 5 to 6 miles high. It was in this space between noon and half-past that between 150 and 200 individual combats took place. Many of these developed into stern chases which were broken off within a mile or two of the French Coast.

### 'Achtung, Schpitfeuer!'

**S**IXTEEN squadrons of No. 11 Group, followed by five from Nos. 10 and 12, were sent up to engage the enemy. All but one of the squadrons taking part in the battle were very soon face to face with him. Five squadrons of Spitfires opened their attack against the oncoming Germans in the Maidstone-Canterbury-Dover-Dungeness area. These were in action slightly before the Hurricane squadrons, which intercepted farther back, between Maidstone, Tunbridge Wells and South London.

The Germans were found to be flying in various types of formations. The bombers were usually some thousands of feet below the fighters, but, sometimes this position was reversed. The bombers flew either in Vics (a "V"-shaped formation) of from five to seven aircraft or in lines of five aircraft abreast or in a diamond formation.

The Me 109s were usually in Vics. One pilot has described the attacking German aircraft as flying in little groups of nine arranged in threes like a sergeant's stripes. Each group of nine was supported by a group of nine Me 110 fighters with single-seater Me 109s or He 113s circling high above.

The enemy soon realized that our defence was awake and active, for the German pilots could be heard calling out to each other over their wireless 'phones "Achtung, Schpitfeuer!" They had need to keep alert. Our pilots opened fire at an average range of from 250 to 200 yards, closing when necessary to 50. Many of the enemy fighters belonged to the famous Yellow-Nose Squadrons, though some had white noses and even occasionally red.

Once the battle was joined, regular formation was frequently lost and each pilot chose an individual foe. The following account of one combat can be taken as typical.

A pilot, whose squadron was attacking in echelon starboard, dived out of the sun on to an Me 109, which blew up after receiving his first burst of fire. By this time he found that another Me 109 was on his tail. He turned, got it in his sights and set it on fire with several bursts. He was now separated from his comrades and therefore returned to his base. As he was coming down he received a message saying that the enemy were above. He looked up, saw a group of Dorniers at 14,000 feet, climbed and attacked them. He got in a burst at a Dornier; other friendly fighters came up to help. The enemy aircraft crashed into a wood and exploded.

### 'Justification for Our New Tactics'

**W**HILE the Spitfires and Hurricanes were in action over Kent, other Hurricanes were dealing with such of the enemy as had succeeded by sheer force of numbers in breaking through and reaching the outskirts of London. Fourteen squadrons of Hurricanes, almost immediately reinforced by three more squadrons of Spitfires, took up this task, all of them coming into action between noon and twenty past. There ensued a continuous and general engagement extending from London to the coast and beyond. In it the tactics so carefully thought out, so assiduously practised, secured victory. Let a Squadron-Leader describe the results achieved.

"The 15th of September," he says, "dawned bright and clear at Croydon. It never seemed to do anything else during those exciting weeks of August and September. But to us it was just another day. We weren't interested in Hitler's entry into London; most of us were wondering whether we should have time to finish breakfast before the first blitz started. We were lucky.

"It wasn't till 9.30 that the sirens started wailing and the order came through to rendezvous base at 20,000 feet. As we were climbing in a southerly direction at 15,000 feet we saw thirty Heinkels supported by fifty Me 109s 4,000 feet above them, and twenty No. 110s to a flank, approaching us from above. We turned and climbed, flying in the same direction as the bombers with the whole squadron strung out in echelon to port up sun, so that each man had a view of the enemy.

"A flight timed their attack to perfection, coming down sun in a power dive on the enemy's left flank. As each was selecting his own man, the Me 110 escort roared in to intercept with cannons blazing at 1,000 yards range, but they were two seconds too late—too late to engage our fighters, but just in time to make them hesitate long enough to miss the bomber leader. Two Heinkels heeled out of the formation.

"Meanwhile, the Me 110s had flashed out of sight, leaving the way clear for 'B' flight, as long as the Me 109s stayed above. 'B' flight leader knew how to bide his time, but just as he was about to launch his attack the Heinkels did the unbelievable thing. They turned south; into the sun; and into him. With his first burst the leader destroyed the leading bomber, which blew up with such force that it knocked a wing off the left-hand bomber. A little bank and a burst from his guns sent the right-hand Heinkel out of the formation with smoke pouring out of both engines. Before returning home he knocked down an Me 109. Four aircraft destroyed for an expenditure of 1,200 rounds was the best justification for our new tactics."

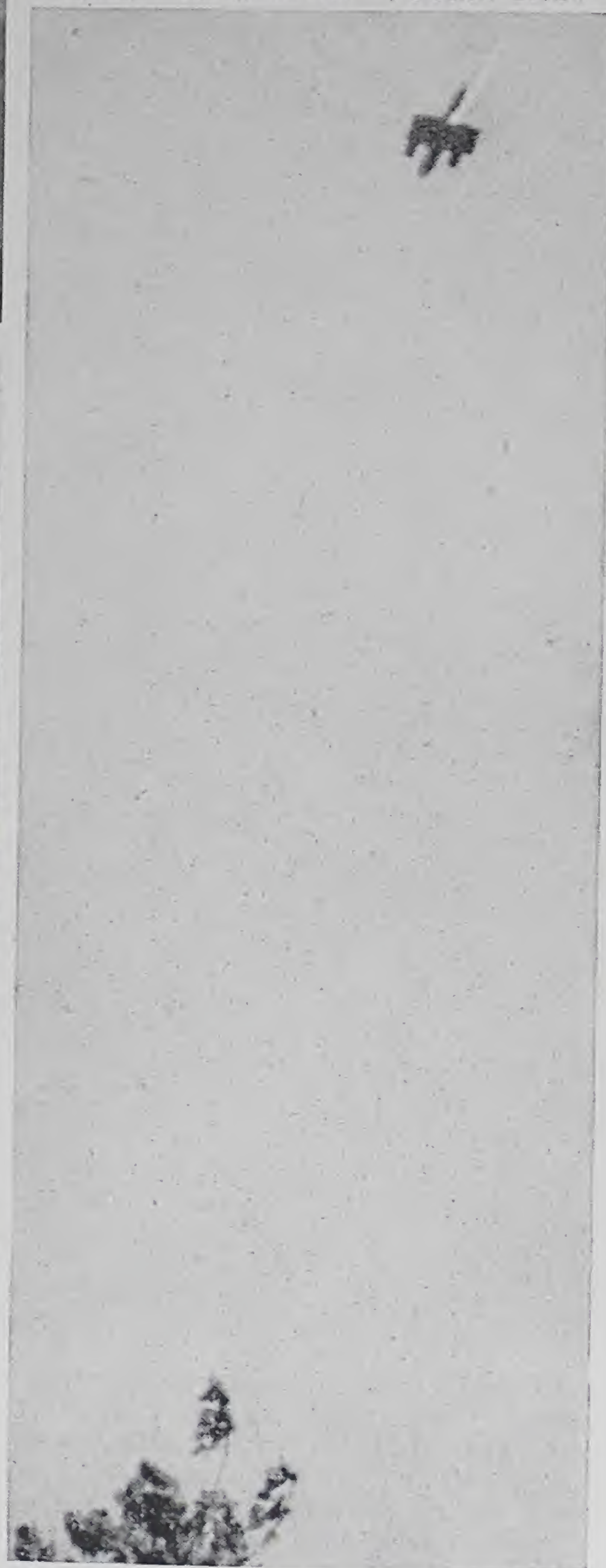




# **WHEN THE LUFTWAFFE LOST 185 IN ONE DAY**

Sunday, September 15, 1940, was the greatest day of the Battle. In spite of fierce attacks only a few enemy bombers got to London, and below is seen a Dornier plunging to its doom: it crashed outside Victoria Station (bottom). Top, sky trails during a combat over Kent. Centre, two enemy aircraft shot down in this area.

*Photos, British Official: Crown Copyright; "Daily Mirror"; Planet News*







car a quarter of an hour away. On the dockside itself, right among the heart of those fires, civilians were standing round helping. Young girls and old men formed human chains passing buckets of water to the firemen when we could not get water from the hydrant. The spirit of the people was marvellous. I never saw anything like it. I saw great lorries burning up like matches." He concluded with another dramatic touch. "Although they could see the stupendous size of the fire, firemen going to the blaze were singing 'Roll Out the Barrel.'"

Now the story is taken up by a watchman, 16-year-old Albert Bondfield, at John Lewis's, one of the three great stores in Oxford Street—the others were D. H. Evans and Bourne & Hollingsworth—which were practically destroyed on the night of September 17. Bondfield was on the roof as a fire watcher.

"We did have a night of it," he said. "While we were waiting for our relief there was a scream. We threw ourselves against the sandbags and then a bomb hit the building. I had just time to get against the sand-

bags when another bomb landed. I phoned that down just as another whistled by. I put the phone down quick and clutched the sandbags. They came away in my hand from the blast. Then we found the phone was dead. The fire was getting near, so we thought we might go." Clambering down the iron ladder into the shattered building, he reached the basement, where several hundreds of people had taken shelter. They were now being got away safely to a shelter in another store. "We gave the girls in the shelter," Bondfield went on, "a pick-a-back through the water from the automatic fire sprinkler. Some were more scared of being dropped in the wet than of the bombs. Then we hunted round in the water and salvaged our things. . . . I wouldn't say I wasn't afraid. But we thought the first one was right on top of us. When it wasn't, we didn't worry any more."

Next we may stand beside Robin Duff, a member of the B.B.C. staff, as on the Sunday morning, September 8, having heard the drone of 'planes, he rushed out of his flat in his pyjamas.

"There in the sky," he said in his broadcast, "I saw a Dornier 17 swooping down over St. George's Hospital, near Buckingham Palace. It was followed by a Spitfire. A few seconds later there was a great explosion in the air, and the German 'plane broke into pieces. As far as I could see only one of the crew baled out, and his parachute was already badly damaged by the explosion. The rest of the crew presumably had already been killed. I have often seen German 'planes crashing to earth, but this was the first time that I had seen one smash up completely in the air. The engine and the bulk of the machine crashed into the forecourt of Victoria Station.

"Some way farther down the road, on top of a house, came the tail of the machine. As for one wing, it fell just outside a public house, which must have been anything up



#### LONDON HAD SUPREME CONFIDENCE IN HER DEFENDERS

Twists and turns of the raiding Messerschmitts and our attacking fighters were shown by the vapour trails as the combatants jockeyed for position. Top, the sky over Kent during a 'dog-fight'; below, Londoners eagerly watch another such combat early in September, 1940.

Photos, J. W. Roddam; Wide World





### LONDON AFTER A NIGHT OF HEAVY BOMBING

Here are scenes on the morrow of the big raid of September 9, 1940. Hospitals seemed to be deliberately selected for destruction by the Nazis: the centre photograph shows nurses and infants sheltering in the lower corridors of London Bridge, with flaming gas main; the other views are (top, left) Holborn, looking East; right, the approach to the Quadrant, Regent Street; and lower right, Guardsmen helping with the fire-hoses in Cheapside.

*Photos, Associated Press; Keystone; Topical Press; Fox*





CLIMAX OF THE BATTLE: THE GREAT ASSAULTS ON LONDON

A last desperate throw to achieve victory was made by the Nazis from September 7 onwards. As this diagram of Phase III shows, the scene of battle now shifted eastwards. Between September 6 and October 5 the enemy lost 883 aircraft. In the biggest engagement, on September 15, two aerial armies, each of 250 machines, were employed: the Nazis lost 185 aircraft.

From the Ministry of Information record: "The Battle of Britain"

to half a mile away. As I got near this pub—not in my pyjamas any longer—I heard an absolute babel of voices. I went in and found everybody talking at the tops of their voices, absolutely thrilled at what they had seen. They had been through a good deal, these people, and the great anti-aircraft barrage that we had heard during the past few nights had already put new heart into them; but that battered wing of a Dornier, lying in the street, encouraged them more than anything else in the world could do."

Now let us say something of the episode of the St. Paul's bomb. On the night of September 11 a huge time-bomb—it weighed over a ton and was some 8 feet in length—was dropped in the roadway of Dean's Yard, close to the west end of St. Paul's Cathedral. A squad of the Bomb Disposal section—those Royal Engineers whose heroism is of the cold-blooded type, since it is their job to dig out the bombs which have failed to explode (but which may explode at any moment), carry them away to some open space, and then touch them off—was soon on the scene, and worked continuously until the evening of September 15, when the bomb was dragged from its bed of clay with the aid of two lorries linked together. Then the bomb was placed on a lorry and driven at top speed through the City to Hackney Marshes, where it was safely exploded. The officer in charge of the squad, Temp. Lieutenant Robert Davies, R.E., was awarded the George Cross. Sapper Wylie, one of his assistants in this

dangerous job, also received the Cross. They were in the van of a noble and ever-growing army of civilian heroes, since their names were included in the first list of recipients of that decoration whose creation the King announced in his broadcast from Buckingham Palace on September 23. "Many and glorious are the deeds of gallantry done during these perilous but famous days. In order that they should be worthily and promptly recognized I have decided to create at once a new mark of honour for men and women in all walks of civilian life. I propose to give my name to this new distinction, which will consist of the George Cross, which will rank next to the Victoria Cross, and the George Medal for wider distribution."

Never before in history had civilians been granted such opportunities of showing the innate heroism of their race, and they rose to the topmost flights of the opportunity. And never for a moment was the humour of the Cockneys damped. They laughed and joked as they took shelter, made light of the discomforts of the Tubes where they slept, or tried to sleep, picked their way unconcernedly along the glass-littered streets, in and out of the heaps of rubble. Even the children played, for—the pity of it—there were still thousands of children at large in the much-bombed town.

Broadcasting to New York on September 21, the Lord Mayor of London, Sir William Coxen, paid a well-deserved tribute to his people. "Today London

stands as the very bulwark of civilization and freedom," he said. "These streets of my city will be defended to the last. London City has sometimes been attacked, but never sacked. London has steeled herself for resistance and victory . . ."

To which the Lord Mayor of New York, Mr. La Guardia, replied: "Bravo, London. We have listened to you with fascinated admiration. We are praying for you. Thumbs up, London."

Saturday, Sunday, Monday, and Tuesday; by day and by night London was exposed to a terrific ordeal. And again on Wednesday (September 11); but that night hardly had the warning sirens sounded in London—those "ban-shee wailings" as Mr. Churchill very aptly described them—when a tremendous anti-aircraft barrage was put

German and British Air Losses over Britain  
September, 1940

Date	German	British	R.A.F. Pilots Saved	Date	German	British	R.A.F. Pilots Saved
Sept. 1	29	15	9	Sept. 17	12	3	2
2	66	20	12	18	48	12	19
3	25	15	8	19	5	—	—
4	57	17	12	19/20	2	—	—
4/5	2	—	—	20	4	7	3
5	38	20	9	21	2	—	—
5/6	1	—	—	22	1	—	—
6	46	19	12	23	11	11	8
7	103	22	9	23/24	2	—	—
8	11	3	1	24	8	5	2
8/9	3	1	1	25	26	4	3
9	52	13	6	26	33	8	5
10	2	—	—	26/27	1	—	—
11	89	24	7	27	133	34	17
11/12	2	—	—	28	6	7	—
12	1	—	—	28/29	3	—	—
12/13	1	—	—	29	6	4	2
13	1	—	—	29/30	1	—	—
13/14	3	—	—	30	48	22	12
14	15	9	6	30/Oct. 1	1	—	—
15	185	25	14				
15/16	6	—	—	Totals	1,092	320	179
16	—	—	—				
16/17	1	—	—				



up. It was by far the loudest and the heaviest which the capital had yet heard, and only now and again above the roar of the multitude of guns could be heard the noise of the engines of an approaching raider. "Our noise," as the Londoners called it, was exceedingly popular; at last the man in the street had a feeling that we were giving the Germans as good as they gave us. The people, never very downhearted, were now much more cheerful; and when Mr. Herbert Morrison paid a visit to a bombed area in North London he was frequently exhorted to "Go to it, Herbert!" and he was assured time and again that "We can take it." When he told the people to "keep their chins up," they were swift to reply that they were already doing so. And this despite the mounting death roll, the ever-increasing wastes of shattered buildings and debris-littered streets.

American and other comments on civilian morale and general notes on the Home Front in this period appear in Chapter 122.

At least it could be said that the raiders were no respecters of persons, since the falling bombs ruined the work-

#### The King's Home Bombed

ing-class tenement together with the mansion of the millionaire. The King's home, too, was

hit, not once but many times. The first bomb fell on Buckingham Palace in the course of the raid on Sunday, September 8, although it did not explode until the following Tuesday morning. The second attack was delivered on September 13, and a third two days later. "Like so many other people," said the King in a telegram to Mr. Churchill, in reply to the War Cabinet's "hearty congratulations to Your Majesties on your providential escape from the barbarous attack made on your home and royal persons," "we have now had a personal experience of German barbarity, which only strengthens the resolution of all of us to fight through to final victory."

That week-end the German wireless stations reported, on the alleged authority of an American journalist, that the British Government, the Court, and the Diplomatic Corps were on the point of leaving London. The Ministry of Information was swift to deny the canard, pointing out that allegations of this kind were to be expected from Germany and German-controlled sources within the next few days, as Dr. Goebbels was redoubling his efforts—which had so far conspicuously failed—to convince the world that London's spirit was cracking. Other fantastic stories going round at about this time spoke of famine and

pestilence stalking through the London streets; while half the population (so it was said) was trying to flee from London into the safety of the country, the other half was doping itself with cocaine. A cordon of police had been drawn around the city and thousands were patrolling the outskirts to prevent the mass flight. Anybody who tried to buy a ticket at one of the few railway stations still open had to show a permit from the "City Council." The Nazi propagandists even knew where the cocaine had come from; it had been smuggled into England shortly before in a cargo of wheat, was sent by parcel post to London, and was being

retailed extensively in the West End! Sunday, September 15, marked the climax of this phase of the battle. 500 German aircraft, 250 in the morning and the same number in the afternoon, engaged in a running fight with our Hurricanes and Spitfires over the vast battlefield extending from London's western suburbs to the cliffs of Kent, from the Thames Estuary to the coast of Northern France. On that great day 185 enemy machines—131 of them bombers—are known to have been destroyed, representing a loss of nearly 50 per cent of the enemy force engaged. The R.A.F., on the other hand, lost only 25 'planes, and the pilots of 12 of

#### WEST END VICTIM OF THE NIGHT RAID OF SEPTEMBER 17, 1940

Dropping a 'stick' of bombs along the straight line of Oxford Street, on September 17, the Nazis hit three big department stores: Bourne & Hollingsworth, John Lewis & Co., and D. H. Evans, Ltd., the first two being very severely damaged. This building of John Lewis & Co. was set on fire and then assailed with H.E. bombs. Some ten thousand employee-partners were affected, for the firm had a long-established profit-sharing scheme.

*Photo, Fox*







### LIFE IN THE METROPOLIS WENT ON MUCH AS USUAL

For twelve months the people of British cities had been nerving themselves to face heavy raids, and when these came to London in September, 1940, the citizens stood the ordeal magnificently. 1, Shelter space in Tube tunnels was reserved for women, children and the infirm. 2, Incident Officer's post established during a raid. 3, Bus windows were protected by anti-splinter net. 4, Lambeth Walk: the street market carries on. 5, An alfresco kitchen outside a bombed restaurant. 6, Bunks for children in air-raid shelters.

*Photos, Planet News; G.P.U.; Topical Press; Keystone; L.N.A.*



these were saved. The story of this day's battle is given in page 1208.

That was the climax, but the Nazis continued their raids both by day and by night; and although London continued to be the main target, operations were largely extended in the provinces. Thus Merseyside experienced its first big raid on September 18, when waves of bombers carried out an attack which was as fierce as it was indiscriminate. Bristol, too, suffered heavily when on September 25 it had the first of many daylight attacks.

Another major assault came on September 27—indeed, it was the heaviest daylight attack delivered by

#### Fighter Defence Triumphs Again

the Luftwaffe since September 15. The raiders came over in four waves, three of them directed against London and south-east England, and the fourth against Bristol. Both objectives were strongly defended; and though a number of bombs were dropped the enemy hosts were broken up by air and ground resistance, and suffered heavy losses. The total for the day was 133 Nazis down, compared with the R.A.F. loss of 34 'planes, with 17 pilots safe.

Still the battle went on, and a great part of England was scarred and pitted by the bombs. There was never a day, never a night, when London was not

attacked; but still the mounting casualties and growing damage failed altogether to daunt the spirit of the people. There was another big attack, or series of attacks, on September 30, but only a few of the raiders succeeded in arriving over London, so determined was the fighter resistance which they encountered. Yet another main assault was delivered on October 5, but once again the invading squadrons were broken up by the fighters and A.A. fire.

By now the sky, which throughout the summer had been so brilliantly clear, was clouded over, and ground mists, morning and evening, made it difficult for the raiders to take off from and return home to their aerodromes across the Channel. No doubt, too, the fearful toll exacted by our defences had its part in lessening the size and weight of subsequent attacks. It was noticeable that on many occasions the raiders jettisoned their bombs before reaching their objectives, as soon as they found themselves in too dangerous contact

with our fighters. Then the Nazis began to make increasing use of fighters flying miles up in the sky. Half an hour or so before the Junkers and Heinkels made their appearance, a screen of Messerschmitts, high up above the clouds, strove to draw off our fighters, and leave the air clear for the bombers. In this they were seldom successful, for while the high fighter screen was being engaged by Spitfire squadrons, squadrons of Hurricanes were in readiness to tackle the bombers, and other squadrons maintained a patrol above aerodromes round about London.

These arrangements worked well, as is demonstrated by the terrible losses inflicted on the Luftwaffe. Thus, between September 11 and October 5 No. 11 Group of Fighter Command—



#### ST. PAUL'S WAS SAVED FROM DESTRUCTION

On the night of September 11, 1940, the first of many air attacks was made on St. Paul's Cathedral. A delayed-action bomb fell close to West door. It was dug out by men of the Bomb Disposal Unit, R.E., under Lieut. R. Davies, who was later awarded the George Cross. Right, above, digging out a similar 1-ton bomb from a London hospital a few days later.

*Photos, Keystone; Fox*

the Group which bore the brunt of the fighting, although from time to time it was reinforced by elements of Nos. 10 and 12 Groups—destroyed 442 enemy aircraft for certain, and, no doubt, many more went down to destruction into the Channel and the North Sea, or crashed when they attempted to land in their home territory. On the other hand, the Group suffered a loss of only 58 pilots, representing a ratio of seven and a half Nazis lost for every one British pilot. On one day, September 27, No. 11 Group destroyed 99 German aircraft—the total for that day was 133—for the loss of 15 pilots, a proportion of six and a half to one. On September 30 it destroyed 32, losing only two pilots in the process; and on October 5 it shot down 22 of the enemy, with a loss of only one pilot. Between September 6 and October 5 the Luftwaffe lost 883 aircraft.

So ended the third phase of the epoch-making battle.



## LONDON THE 'SYMBOL AND CITADEL OF FREEDOM'

The first half of September, 1940, was marked by large-scale daylight air attacks on London, in countering which the R.A.F. won deathless fame. We give below extracts from two speeches of the Prime Minister, his enthusiastic message to the Fighter Command, and the heartening broadcast of the King, in which his Majesty paid tribute to the "unconquerable spirit of the people" by creating a new Order for civilians—the George Cross and Medal.

MR. CHURCHILL IN A BROADCAST SPEECH, SEPTEMBER 11:

THESE cruel, wanton, indiscriminate bombings of London are, of course, a part of Hitler's invasion plan. He hopes, by killing large numbers of civilians, and women and children, that he will terrorize and cow the people of this mighty Imperial city and make them a burden and anxiety for the Government, and thus distract our attention unduly from the ferocious onslaught he is preparing. Little does he know the spirit of the British nation, or the tough fibre of the Londoners whose forebears played a leading part in the establishment of Parliamentary institutions and who have been bred to value freedom far above their lives.

This wicked man, the repository and embodiment of many forms of soul-destroying hatred, this monstrous product of former wrongs and shames, has now resolved to try to break our famous island race by a process of indiscriminate slaughter and destruction. What he has done is to kindle a fire in British hearts, here and all over the world, which will glow long after all traces of the conflagrations he has caused in London have been removed. He has lighted a fire which will burn with a steady and consuming flame until the last vestiges of Nazi tyranny have been burnt out of Europe, and until the Old World and the New can join hands to rebuild the temples of man's freedom and man's honour on foundations which will not soon or easily be overthrown.

This is the time for everyone to stand together and hold firm, as they are doing. I express my admiration for the exemplary manner in which the air-raid precaution services in London are being discharged, especially the fire brigades, whose work has been so heavy and also dangerous.

All the world that is still free marvels at the composure and fortitude with which the citizens of London are facing and surmounting the great ordeal to which they are subjected, the end of which, or the severity of which, cannot yet be foreseen. It is a message of good cheer to our fighting forces, on the seas, in the air and in our waiting armies, in all their posts and stations, that we send them from this capital city. They know that they have behind them a people who will not flinch or weary of the struggle, hard and protracted though it will be, but that we shall rather draw from the heart of suffering the means of inspiration and survival, and of a victory won not only for ourselves, but for all—a victory won not only for our own times, but for the long and better days that are to come.

MR. CHURCHILL IN A MESSAGE TO THE FIGHTER COMMAND, SEPTEMBER 16:

YESTERDAY eclipses all previous records of the Fighter Command. Aided by squadrons of their Czech and Polish comrades, using only a small proportion of their total strength, and under cloud conditions of some difficulty, they cut to rags and tatters three separate waves of murderous assault upon the civil population of their native land, inflicting a certain loss of 125 bombers and 53 fighters upon the enemy, to say nothing of probables and damaged, while themselves sustaining only a loss of 12 pilots and 25 machines. These results exceed all expectations and give just and sober confidence in the approaching struggle.

MR. CHURCHILL IN A SPEECH IN THE HOUSE OF COMMONS, SEPTEMBER 17:

SUNDAY'S action was the most brilliant and fruitful of any fought upon a large scale up to that date by the fighters of the Royal Air Force. The figures have already been made public. To the best of my belief—and I have made searching inquiries and taken several cross checks—those figures are not in any way exaggerated. . . .

The German attacks upon the civil population have been concentrated mainly upon London, in the hopes of terrorizing

its citizens into submission, or to throw them into confusion, and also in the silly idea that they will put pressure upon the Government to make peace. The deliberate and repeated attacks upon Buckingham Palace and upon the persons of our beloved King and Queen are also intended, apart from their general barbarity, to have an unsettling effect upon public opinion. They have, of course, the opposite effect. They unite the King and Queen to their people by new and sacred bonds of common danger, and they steel the hearts of all to the stern and unrelenting prosecution of the war against so foul a foe.

H.M. THE KING IN A BROADCAST TO BRITAIN AND THE EMPIRE, SEPTEMBER 24:

IN this battle for Britain, London, the mighty capital of the Empire, occupies the forefront. Other of our cities are being subjected to the barbarous attacks of the enemy. Our sympathy goes out to them all. But it is London that is for the time being bearing the brunt of the enemy's spite. I am speaking to you now from Buckingham Palace, with its honourable scars, to Londoners first of all, though of course my words apply equally to all the British cities, towns and hamlets who are enduring the same dangers. The Queen and I have seen many of the places here which have been most heavily bombed and many of the people who have suffered and are suffering most. Our hearts are with them tonight. Their courage and cheerfulness, their faith in their country's cause and final victory, are an inspiration to the rest of us.

To the men and women who carry on the work of the A.R.P. services I should like to say a special word of gratitude. The devotion of these civilian workers, firemen, salvage men, and many others in the face of grave and constant danger has won a new renown for the British name. These men and women are worthy partners of our armed Forces and our police—of the Navy, once more as so often before our sure shield, and the Merchant Navy, of the Army and the Home Guard, alert and eager to repel any invader, and of the Air Force, whose exploits are the wonder of the world.

Tonight, indeed, we are a nation on guard and in the line. Each task, each bit of duty done, however simple and domestic it may be, is part of our war work. It takes rank with the sailor's, the soldier's, and the airman's duty. The men and women in the factories or on the railways who work on regardless of danger, though the sirens have sounded, maintaining all the services and necessities of our common life and keeping the fighting line well supplied with weapons, earn their place among the heroes of this war. No less honour is due to all those who night after night uncomplainingly endure discomfort, hardship and peril in their homes.

Many and glorious are the deeds of gallantry done during these perilous but famous days. In order that they should be worthily and promptly recognized I have decided to create at once a new mark of honour for men and women in all walks of civilian life. I propose to give my name to this new distinction, which will consist of the George Cross, which will rank next to the Victoria Cross, and the George Medal for wider distribution.

As we look around us we see on every side that in the hour of her trial the Mother City of the British Commonwealth is proving herself to be built as a city that is at unity in itself. It is not the walls that make the city but the people that live within them. The walls of London may be battered, but the spirit of the Londoner stands resolute and undismayed. As in London, so throughout Great Britain, buildings rich in beauty and historic interest may be wantonly attacked, humbler houses, no less dear and familiar, may be destroyed. But "there'll always be an England" to stand before the world as the symbol and citadel of freedom, and to be our own dear home.



## *Diary of the War*

### SEPTEMBER, 1940

**September 1, 1940.** R.A.F. bomb Dutch aerodromes and naval base at Lorient. Munich raided for first time. Other night targets are Emden, Kassel, Soest and Mannheim. Aircraft works at Turin and Milan bombed. Heavy raids on S.E. coast. Nazis lose 25 planes, Britain 16.

**September 2.** Submarine "Sturgeon" sinks 10,000-ton transport. Heavy R.A.F. night raids on N.W. Germany, Lorient, shipping off Dutch coast, Ostend harbour, and targets at Genoa. Fierce air battles over S.E. England. Night attacks in Bristol Channel and South Wales area. Germans lose 55 machines, Britain 18.

**September 3.** R.A.F. make night raids on German forests, power stations, oil tanks, goods yards and aerodromes, barge concentrations in Beveland Canal. Raiders try to reach aerodromes near London. Twenty-five shot down for 15 British. U.S.A. agree to exchange 50 over-age destroyers for bases along Atlantic seaboard. German transport torpedoed.

**September 4.** Determined raids on Britain. Germans lose 54 planes, Britain 17. R.A.F. bomb invasion ports and many targets in N.W. Germany. Heavy raids on enemy aerodromes in Eastern Libya.

**September 5.** Admiralty announce five-day naval operations in Mediterranean when Italian Fleet turned tail. Italian naval and air bases bombed. Destroyers "Ivanhoe" and "Esk" reported sunk. R.A.F. bomb supplies in German forests, Channel invasion ports and Fiat works at Turin. Renewed attacks on Britain. Enemy lose 39 aircraft, Britain 20.

**September 6.** Three-hour night raid on Berlin and elsewhere in Germany. Big enemy attacks over S.E. England. Night raids on London, Liverpool and other towns in West. Nazis lose 46 machines, Britain 19. King Carol abdicates.

**September 7.** Heavy attack on London. Many fierce air fights. Destructive fires in East End. Enemy lose 103 machines, Britain 22. R.A.F. bomb Channel ports and targets in N.W. Germany.

**September 8.** Two enemy supply ships sunk off Norway. R.A.F. bomb Channel ports and convoys in North Sea. Prolonged night attacks on London. Docks suffer heavily. Enemy lose 11 planes, Britain 3.

**September 9.** Announced that in Mediterranean submarine "Osiris" has sunk one Italian supply ship and submarine "Rorqual" two. Submarine "Phoenix" presumed lost. R.A.F. blow up Neuköln gasworks at Berlin. Sustained attacks on invasion barges. Day and night raiders over London. Fifty-two shot down; Britain loses 13.

**September 10.** R.A.F. bomb Berlin, Bremen, Wilhelmshaven, barge concentrations, docks and harbours on French, Belgian and Dutch coasts, and many aerodromes. Heavy night attack on London. Two raiders destroyed.

**September 11.** R.A.F. bomb military targets at Berlin, Hamburg, Bremen, Wilhelmshaven and Frankfurt; barge concentrations, docks and shipping at

Channel ports, convoys off Dunkirk. Enemy attempt big attack on London, but are driven off. Night raids directed chiefly against S. London and suburbs. Enemy lose 89 aircraft, Britain 24.

**September 12.** Sporadic attacks on Britain. Enemy lose three aircraft, Britain none. R.A.F. attack oil stores, shipping and docks at Emden and Flushing. Other forces bomb key distribution centres and Norderney seaplane base.

**September 13.** Italians cross Egyptian frontier and occupy Sollum. R.A.F. attack convoy of tankers off mole at Zeebrugge. Heavy night raids on invasion bases. Heavy night raid on London. South Wales town bombed. Enemy lose two aircraft.

**September 14.** R.A.F. make sustained attacks on shipping, barge concentrations and supplies at Channel ports. Daylight raids in many areas, including London. Midlands town damaged at night. Enemy lose 18 planes, Britain 9.

**September 15.** Germans lose 185 machines, Britain 25, in mass raids on S.E. England. Intense air fights over Kent. Two formations reach London. Two attacks on Portland and Southampton areas. Night raiders over London, S.W. England, Midlands, and S.E. Scotland. R.A.F. bomb war supplies, shipping and barges at ports along North Sea and Channel coasts, and supply centres in N.W. Germany.

**September 16.** Fleet Air Arm attack Benghazi, damaging ships in harbour. Italian advance guard in Egypt reach Sidi Barrani. R.A.F. raid Calais, Ostend, Dunkirk and Veere. Large enemy formations driven off during day. At night bombs fall in London, Home Counties, Midlands and North-West. Enemy lose seven aircraft, Britain one.

**September 17.** "City of Benares," carrying children to Canada, torpedoed. R.A.F. raid Ostend, Zeebrugge, barges off Dutch coast and Ymuiden aerodrome. Night attacks on invasion ports and Rhineland centres. Heavy night raids on London and Merseyside. Enemy lose 12 planes, Britain three.

**September 18.** Submarine "Narwhal" presumed lost. R.A.F. attack convoy off Borkum, aerodrome of De Kooy and Cherbourg. Fiercest night attack yet made on invasion ports. Italian bases in Dodecanese raided. Heavy night attacks on London, Merseyside, Midlands, etc. Enemy lose 48 aircraft, Britain 12.

**September 19.** Fleet Air Arm bomb Benghazi. R.A.F. attack Dortmund-Ems Canal, Ostend, Flushing and Dunkirk. Small-scale day attacks on Britain. Night raids directed chiefly against London and suburbs. Five raiders shot down.

**September 20.** Intense attacks on invasion ports and targets in N.W. Germany. R.A.F. attack aerodromes in Western Desert. Large enemy formations driven back from S.E. coast. Minor attack on London at night. Germans lose four aircraft, Britain seven.

**September 21.** R.A.F. make continuous attacks on invasion bases and enemy shipping. Sidi Barrani and troop positions bombed. Minor raids on Britain. In evening many air combats along Thames Estuary. At night bombs fall in London, in 20 S.E. towns and villages, and in a town in N.W. England.

**September 22.** Submarine "Osiris" sinks Italian destroyer in Adriatic. Sloop "Dundee" reported sunk. R.A.F. make widespread raids in Germany, Holland, Belgium and France. Navy attacks enemy positions in Sidi Barrani area.

**September 23.** Heavy R.A.F. raid on Berlin and other German targets. Channel invasion ports vigorously bombed. Air attacks on Menastir aerodrome and Tobruk harbour. Raiders attack Eastbourne and other seaside towns. At night bombs fall in London. Nazis lose 11 aircraft, Britain 11. Gen. de Gaulle, with Free French Force and British naval squadron, arrives off Dakar and there is exchange of bombardment.

**September 24.** Submarine "Thames" reported lost. Coastal Command attack Zeebrugge and Brest. Night raid on Berlin and other places. Enemy aircraft attack across Kent coast and Thames Estuary. Southampton attacked. Night raids on Central London and Wales. Enemy lose eight planes, Britain four.

**September 25.** Gen. de Gaulle abandons operations at Dakar. R.A.F. raid Berlin, Kiel and Channel ports. Navy shells Sidi Barrani area. Day raid on Bristol. Air battle over Bournemouth. Heavy night attack on London. Enemy lose 26 aircraft, Britain four.

**September 26.** Three supply vessels reported sunk by submarines H 49 and "Tuna." Heavy R.A.F. attacks on Channel ports. Day attacks on coastal towns from Hastings to Southampton. Heavy night raid on London and suburbs. Enemy lose 34 aircraft, Britain eight.

**September 27.** Germany, Italy and Japan sign ten-year pact. R.A.F. make large-scale attacks on invasion ports, Lorient and targets in N.W. Germany. Massed day raids on S. England; three on London; air fights near Bristol. Germans lose 133 aircraft, Britain 34.

**September 28.** Bombs fall by day in S.E. areas. Raiders near Portsmouth driven off. Night attacks on London, S.E. England, Merseyside and East Midlands. Germans lose six aircraft, Britain seven. R.A.F. raid Berlin, Wilhelmshaven, Channel ports and Lorient.

**September 29.** R.A.F. bomb oil refineries, aluminium works, gasworks and goods yards in N.W. Germany. Widespread night raids. Serious fires in London and on Merseyside. Ten enemy planes destroyed against four British.

**September 30.** Six heavy day attacks against S.E. England and Bristol area. At night bombs fall in London and on Merseyside. Enemy lose 49 aircraft, Britain 22. R.A.F. raid German bases. Berlin bombed for four hours.



# THE SEA AFFAIR: UNAIDED, BRITAIN'S NAVY MEETS THE AXIS CHALLENGE

*Naval Position in August, 1940—Italian Threat to the Mediterranean—Preventing the Invasion of Britain—Motor Torpedo Craft in Action—Our Destroyer Losses—Mediterranean Sweeps—Italian Main Fleet Comes Out—Dive-Bombers Off Malta—Bombardment of Dodecanese—American Destroyers Delivered to Britain—Change in Mediterranean Command*

**I**N order to appreciate fully the naval position at the end of July and the beginning of August, 1940, and the course that naval operations took during the next period of the war, it is necessary to have a clear understanding of the whole political, military and strategic position in which Great Britain found herself at that time, with its effect upon British sea power.

Little more than a month had elapsed since the collapse of France. Seven weeks before, Italy had entered the war. The Italian Navy presented a serious threat to British naval control of the Mediterranean and to Empire communications through that sea. Numerically strong Italian armies in Libya and in East Africa, including Abyssinia, menaced Egypt with what appeared to be an alarming pincer movement.

The terms of the French armistice gave Germany control of the whole of the French Channel and Atlantic coastlines, with their valuable ports and naval bases. Indeed, Germany now controlled the entire western seaboard

of Europe from the North Cape at the tip of Norway to the Spanish frontier in the corner of the Bay of Biscay. Her possession of such French ports as Brest, Lorient, La Rochelle and Bordeaux gave her naval bases farther westward into the Atlantic—with easier and quicker access to the vital Atlantic shipping lanes, both north to south and east to west—than were available to the Royal Navy. The handicap which the lack of the Irish bases of Queenstown, Berehaven, Blacksod Bay and Lough Swilly placed upon the Royal Navy in its warfare against the U-boats (see Chapter 109) was not fully recognized until later, but its operational effects were being felt even then.

Though the "melancholy" actions against the French Fleet in Oran and at Dakar (see Chapters 104 and 105) and the surrender of French warships at Alexandria and in Britain had materially reduced the potency of the threat presented by the possibility of that Fleet's falling into German hands, the loss to the Allies of French naval

help was proving a crippling blow, and in every department of sea warfare it placed a double burden upon the Royal Navy. Where previously the French Navy had assumed its share of the work of escorting and convoying merchant shipping and of maintaining the blockade, the Royal Navy now found itself faced with doing these two tasks unaided, against an immensely lengthened enemy coastline and a much improved enemy strategic position.

Faced with the Italian threat, the British armies in Egypt and the Middle East required strong reinforcements in men and material, and the Navy had to assure safe passage for the convoys carrying them there from Britain and the Empire.

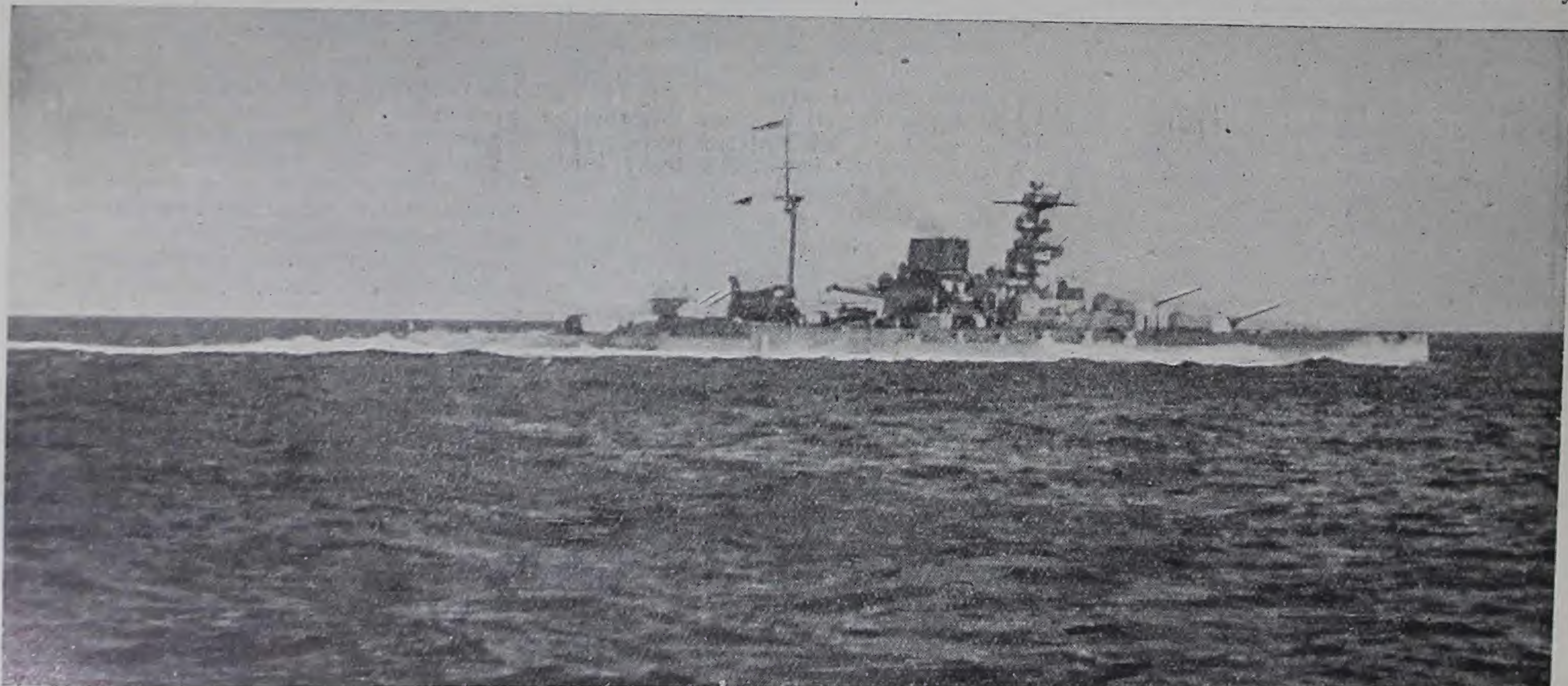
But overtopping in importance all else was the imminent threat of invasion of the British Isles. In possession of advanced aerodromes in occupied territory, many less than fifty miles from the British coast, and in control of a large number of ports on a coastline which half-encircled Britain on the east and south, from any or several of which he could mount a sea-borne invasion, the enemy's advantages for such an operation were very great. That he intended an invasion had become very

**Advantages  
for an  
Invader**

## WHEN ITALIAN SHIPS WERE FOUND

From August 31 to October 12 a series of extensive sweeps of the western and eastern Mediterranean was carried out by the Fleet with but occasional luck in making contact with Italian forces. In September two Italian battleships and a number of cruisers and destroyers were found and a battleship hit at extreme range before the Italians retired. In this photograph H.M.S. 'Malaya' is seen with her guns trained on an Italian battleship.

*Photo, Central Press*







### WHERE THOUSANDS FOUND A SAFE REFUGE FROM NAZI BOMBS

During the severe and long-continued night raids of September, 1940, the deep tunnels of London's 'Underground' were thrown open to people who had no other air-raid shelter. At first only makeshift accommodation could be provided, but as time went on proper bunks and sleeping spaces were made available. Here is a scene at Piccadilly station at 1 a.m. during a raid.

*Photo, Associated Press*





#### THE MORNING AFTER THE RAID

What German air raids meant to the civilian population of Britain is summed up in this remarkable photograph taken after a night attack on an East London district on September 21, 1940. Householders blasted out of their homes wait patiently beside their salvaged belongings while wardens and repair squads go about their duties; on the far side of the road can be seen the flag of a first-aid post. Such scenes became all too familiar during the long winter months that were to come.

*Photo. Associated Press*







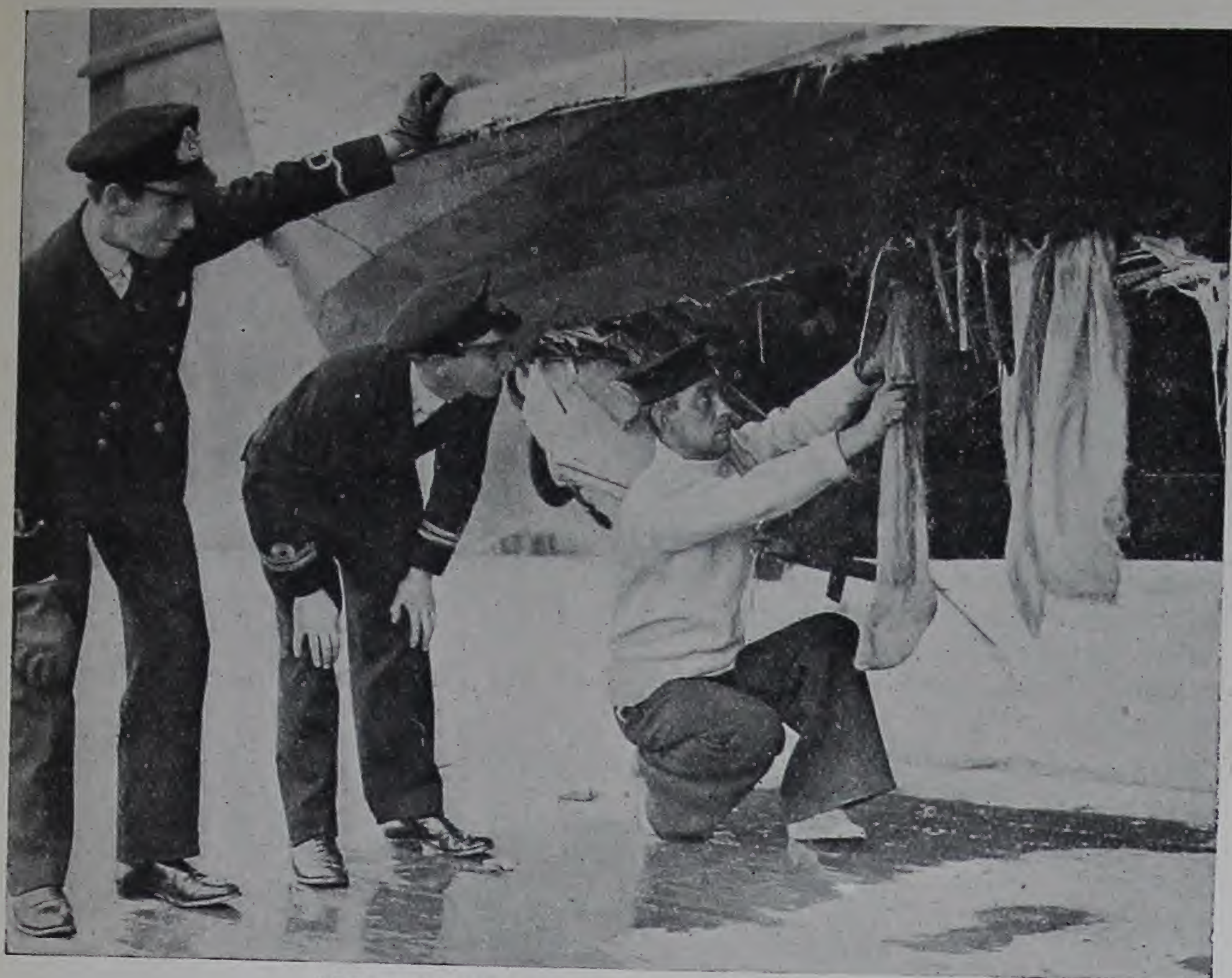


#### WHAT MANY HUNDREDS OF MEN OF THE MERCHANT SERVICE HAVE ENDURED

The ruthless Nazi war against merchant shipping of all nations, whether neutral or belligerent, called out the finest characteristics of the seaman. To the end of August, 1940, about 1,502,000 tons gross of British liners and cargo vessels was sunk, a large portion of it torpedoed without warning. An amount not far short of this total of neutral and Allied shipping was lost in similar fashion. The fate of the men so savagely attacked is typified in this photograph of a boatload of British merchant sailors who, adrift for ten days with a few biscuits and a beaker of water, are at last sighted and rescued by a British warship.

Photo. "Daily Mirror"





#### MOTOR BOAT RAMS A WARSHIP

In August, 1940, a motor torpedo-boat on night patrol mistook a larger German craft for an E-boat, rammed it and then fought with machine-guns and hand-grenades. Apart from stove-in bows, the gallant little vessel suffered slight damage and no casualties. Here her captain and first officer inspect the damaged bows.

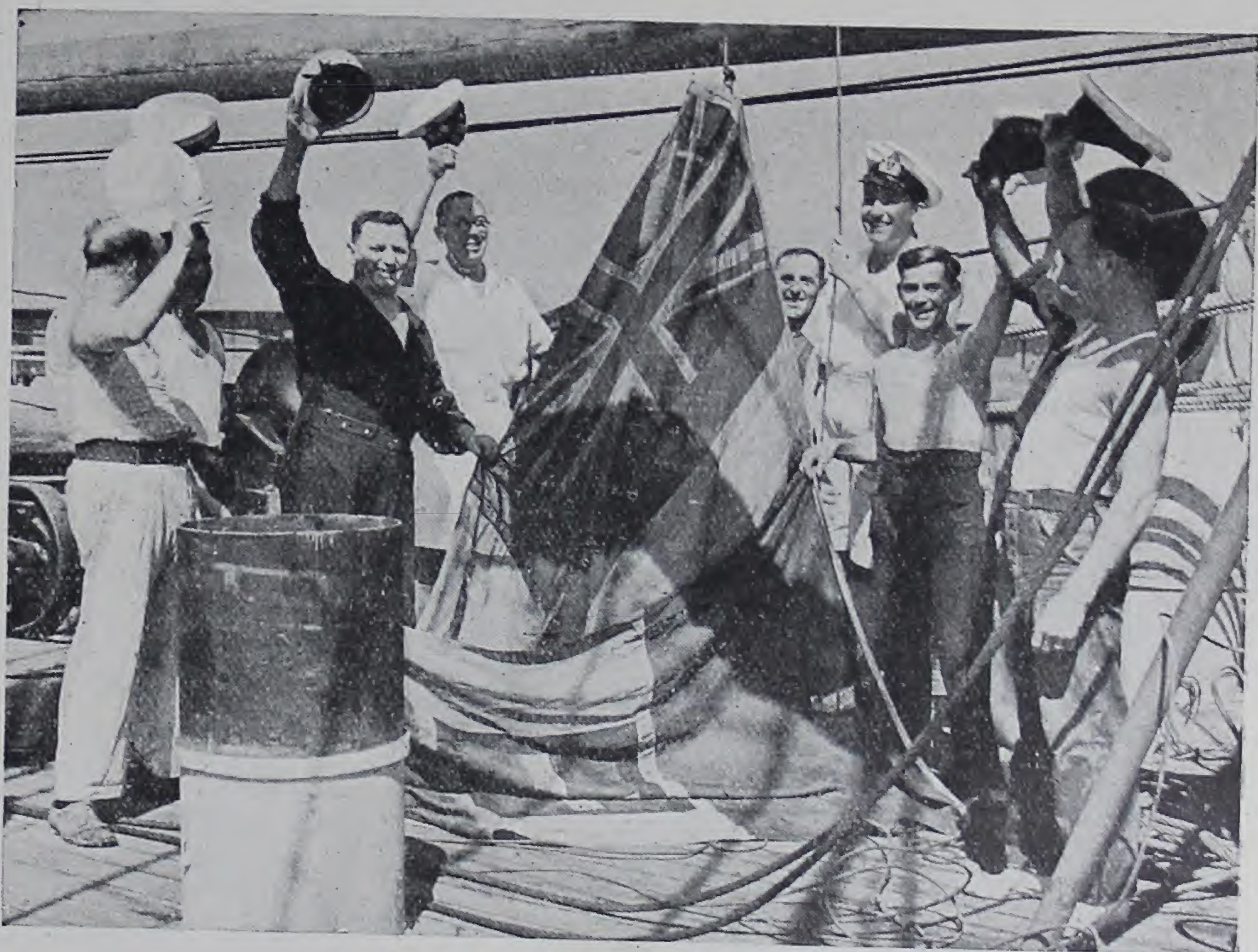
*Photo, Planet News*

clear: air reconnaissance over the French, Belgian and Dutch coasts had revealed heavy troop concentrations around favourable embarkation points; reports from secret sources told of intensive training being carried out in invasion tactics; and barges and ships suitable for transporting troops and tanks were being collected in the "invasion ports." Already the enemy had begun his air attacks on aerodromes, an indispensable preliminary to the military assault in force.

To meet this threat the British Army, so miraculously extricated from the Dunkirk trap, had to be reorganized, re-armed and re-equipped. The coasts of Britain at vulnerable points had to be heavily fortified in depth. The civilian population had to be prepared to meet and endure prolonged air bombardment and the menace of sudden attack by air-borne parachute troops who might appear anywhere.

It was obvious in such circumstances that upon the Royal Navy must rest the major responsibility for breaking up any attempt at sea-borne invasion before it could reach the shores of Britain, and for cutting the enemy's supply lines if he succeeded in effecting a landing by air or sea. This responsibility necessitated a redistribution of British naval strength in home waters, and its concentration at points whence it could exercise unremitting vigilance over the

enemy's movements at sea and from which it could readily sally forth to meet and break up any enemy attack from any of several possible directions.



#### UP GOES THE RED ENSIGN

So far from Mussolini being able to fulfil his boast that the Mediterranean was the Italian 'Mare Nostrum,' the British Navy carried out wide sweeps in August and September, 1940. In addition to actions with naval units, other vessels were stopped. The 'Verbena' (above), a ship with a cargo worth £150,000, was captured on her way to Abyssinia. Under the Red Ensign she was put to better uses.

*Photo, British Official: Crown Copyright*

The threat to the heart of the British Empire at that time and during the succeeding weeks of the summer of 1940 was possibly more dangerous than at any other time in the history of that Empire. These were almost unendurably anxious weeks for the leaders of Britain, and for the commanding officers and chiefs of staffs of the Navy, Army and Air Force. This history records elsewhere (see Chapters 114-115 and 119) how the Royal Air Force beat off and beat back the German attack from the air, and prevented the German invasion attempt from maturing during that autumn. Here we are concerned with the Royal Navy's part over that period.

#### Anxious Weeks for Navy Staff

As might be expected with a background of war strategy in general such as has been sketched above, it was for the Navy a period of unrelaxed watchfulness, of movements of squadrons and ships quietly to cover obvious danger points, of the unspectacular defensive rather than the dramatic offensive.

On August 14 the Admiralty announced the loss of the armed merchant cruiser "Transylvania" (16,923 tons), torpedoed by a U-boat while operating in the Atlantic; fortunately quick work by near-by ships and trawlers reduced the loss of life, and some 300 of her crew of 350 were saved. On the same day there was news of naval activities



far on the other side of Africa. British light forces took a hand in the defence of British Somaliland (then being successfully attacked by large Italian land forces from Abyssinia) by bombarding troop concentrations and mechanized transport near the coast, the targets being spotted for the ships by a Blenheim aircraft. This bombardment temporarily held up the Italian advance between Zeila and Berbera.

As if to emphasize the widespread character of the Royal Navy's activities, while these two actions were taking place in the South Atlantic and the Red Sea there was a spirited engagement between motor torpedo-boats and German E-boats and larger craft in home waters, in the course of which one of the British craft rammed a German ship.

One of our M.T.B. captains later described the action. He said:

"Our patrol had just ended when I saw flares and discovered I was close to a German craft. It looked like an E-boat, so I decided to ram her, but as I got within a hundred yards I could see she was much larger. I put my helm hard over, but it was too late. My bows were stove in, and fragments of wood from the other ship were embedded in the hull."

During the action one of the British craft passed between two enemy vessels and engaged them with machine-gun fire and hand-grenades at almost point-blank range. All the British boats returned safely to port without suffering any casualties, though on their return journey they were attacked by a Dornier aircraft, which they beat off with machine-gun fire, damaging the 'plane.

On August 26 the Admiralty had to announce the loss by mine of

H.M.S. "Hostile" (Lieut.-Comdr. A. F. Burnell-Nugent, D.S.C., R.N.), which had taken part in both the first and second battles of Narvik. And on September 5 it was learnt that two other destroyers had been lost and one damaged, either by torpedoes or mines. Those sunk were "Ivanhoe" (Commander P. H. Hadow, R.N.) and "Esk" (Lieut.-Comdr. R. H. Crouch, R.N.). H.M.S. "Express" (Captain J. G. Bickford, D.S.C., R.N.) was damaged, but managed to reach port safely. "Ivanhoe" was one of the destroyers which aided H.M.S. "Cossack" in the rescue of the British seamen held captive aboard the German prison ship "Altmark" in Joessing Fjord.

These losses were evidence of the

difficult and dangerous work of the Navy in these gruelling weeks. But during the first week in September, in another region, the Navy was able to take the offensive. On Sept. 5 it was announced that during the preceding six days British fleets had carried out extensive sweeps throughout both the western and the eastern basins of the Mediterranean, without sighting any Italian ships. Under cover of these sweeps considerable reinforcements for British forces in the Middle East were landed safely.

The comb-out began on August 31, in the eastern Mediterranean, when an enemy aircraft attempting to shadow our forces was shot down by fighters of the Fleet Air Arm. On that day,



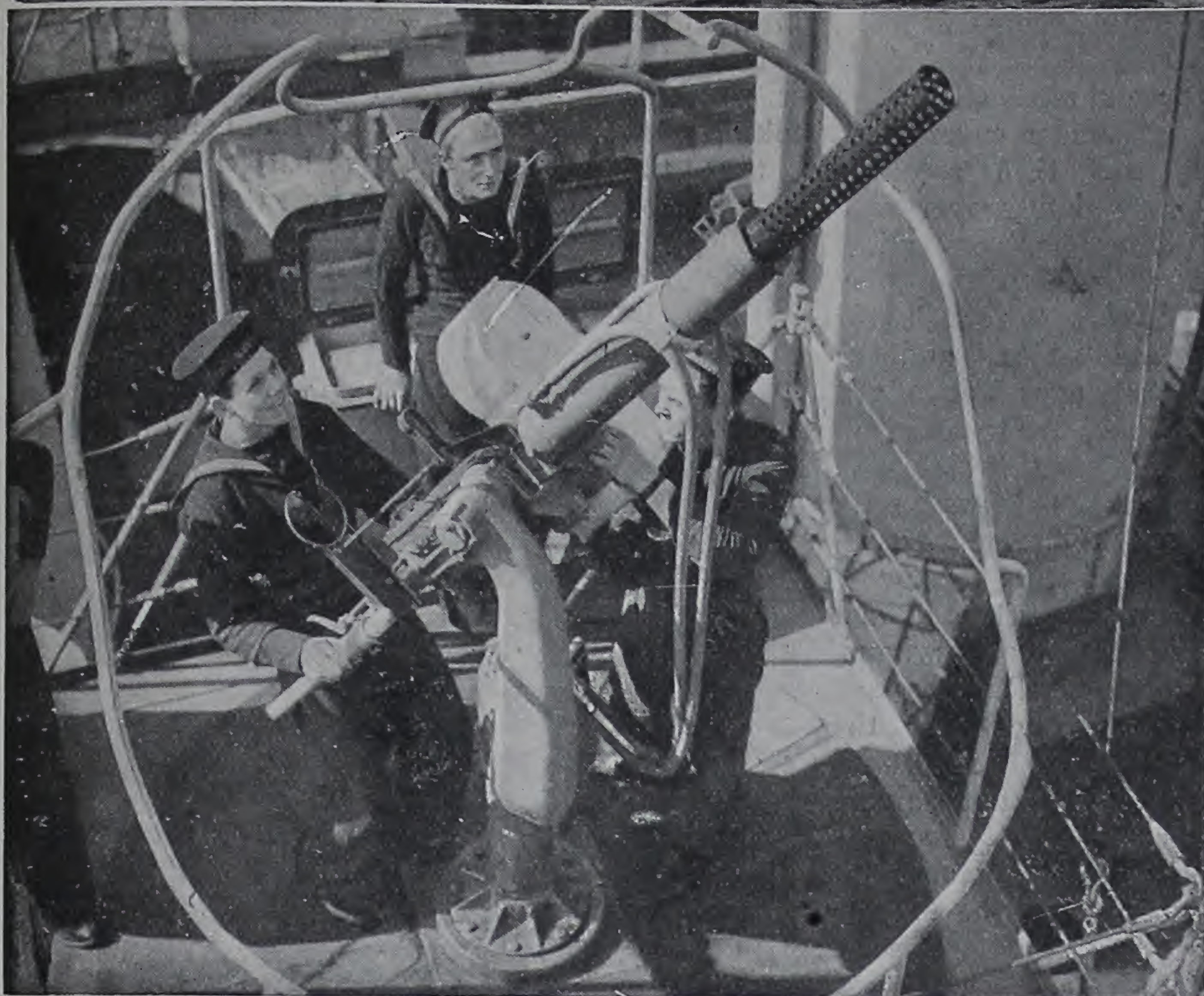
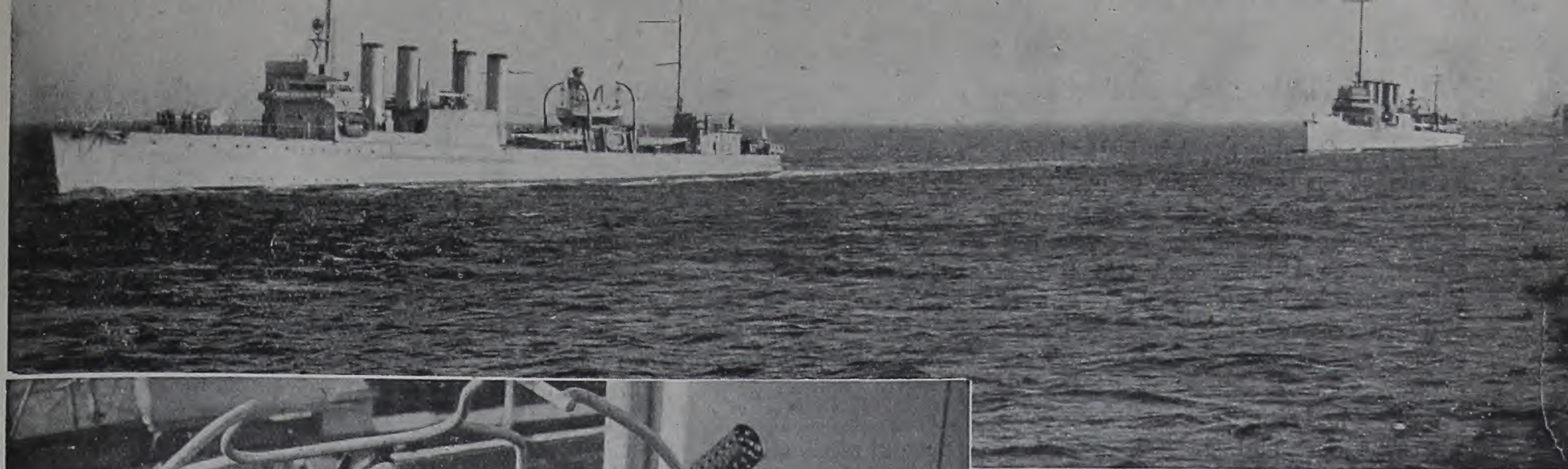
#### COMMAND OF HOME FLEET

On December 16, 1940, the command of the Home Fleet changed hands. Admiral of the Fleet Sir Charles Forbes, G.C.B., D.S.O., is seen above leaving the flagship H.M.S. 'Nelson' on that day. On the left the new Commander-in-Chief, appointed October 17, Admiral Sir J. C. Tovey, K.C.B., D.S.O., greets his officers. He was previously Rear-Admiral commanding the destroyer flotillas of the Mediterranean Fleet and commanded H.M.S. 'Rodney,' 1932-34.

*Photos, Central Press; British Official: Crown Copyright*

too, it was learned from reports by our submarines that some enemy units were at sea in the central Mediterranean. H.M. submarine "Parthian" (Lieut.-Comdr. M. G. Rimmington, R.N.) attacked an enemy force of cruisers and destroyers and obtained two hits with torpedoes. Meanwhile, air reconnaissance reported that the enemy main





## FIRST AMERICAN DESTROYERS ARRIVE

Late in September the first of the 50 U.S. destroyers transferred in exchange for eight naval bases crossed the Atlantic. Above, the first flotilla ('Churchill' leading) arriving at a British port. Laid up after 1918 and of about 1,100 tons, these were very valuable. Below, British sailors at an A.A. gun.

*Photos, Keystone; Planet News*

carrying out their twin duties of scouting for enemy naval forces and intercepting enemy supply ships bound for Libya. Successes in the latter field were reported by the Admiralty on September 10, when it was announced that H.M. submarines "Osiris" and "Rorqual" had between them sunk three Italian supply ships.

Submarines in home waters were making kills, too. On September 19 the news reached London that the "Sturgeon" had sunk a 10,000-ton German transport off Denmark early in the month. Reports from Stockholm suggested

### Troop Convoys Destroyed

that there had been heavy loss of life among the German troops on board. And the next week, on September 26, it was announced that the submarines "H 49" and "Tuna" had successfully attacked enemy convoys.

At the end of September there appeared in British waters the first of fifty over-age destroyers transferred to His Majesty's Government by the United States. British crews took over these vessels in North American ports. The ships proved a most valuable addition to the Royal Navy, and eased the position somewhat in the matter of escorts for convoys. Though classed as "over-age," and laid up after the war of 1914-18, they were of a type still extremely serviceable, with a displacement of about 1,100 tons. In place of the official numbers borne by the craft in the U.S. Navy they were given the names of towns and villages common to both Britain and the United States. The leader of the first flotilla to arrive was named "Churchill," and her sister ships were christened "Caldwell," "Cameron," "Castletown," "Chelsea,"

fleet, consisting of battleships, cruisers and destroyers, was observed by aircraft about 150 miles from our forces. Efforts were made to make contact, but it was found that the enemy had turned back immediately on learning that British forces were in the vicinity, and was heading at high speed for its base at Taranto.

At the same time another British naval force was operating in the Western Mediterranean, to the westward of Sicily and Sardinia. On the morning of September 1 Swordfish aircraft of the Fleet Air Arm from this force attacked the aerodrome at Elma, in Sardinia. Later an Italian communiqué admitted that considerable damage had been done. While returning from this attack one of our aircraft spotted an Italian submarine on the surface and, having no bombs left, flew low and machine-gunned the submarine's conning tower as it crash-dived below the surface.

On September 2 the force from the Eastern Mediterranean was attacked by enemy dive-bombers south-west of Malta. No harm was done to any of the British ships, nor were there any casualties, but Fulmar and Gladiator fighters accounted for five of the attackers, which turned out to be

German dive-bombers of the Ju 87 type, manned by Italian crews. This was the first recorded instance of the appearance of German aircraft in the Mediterranean area, though later they were to arrive in much greater force, and with German pilots and crews.

On September 4 Fleet Air Arm 'planes attacked enemy aerodromes at Maritza and Calato, scoring direct hits and causing much damage. Following these attacks on Rhodes, our naval forces, among which were the Australian cruiser "Sydney" and the British cruiser "Orion," bombarded military objectives in the Italian Dodecanese Islands. While our warships were shelling the harbour of Pegadia, in the island of Scarpanto, five enemy motor torpedo-boats came out to attack, but were intercepted by H.M.S. "Ilex," which sank two and damaged a third. These two sweeps in the Mediterranean were the prelude to more directly offensive operations of the same nature later in the year, and the success of this particular venture was an augury of more sensational successes to come.

During all this time British submarines in the Mediterranean were patrolling its length and breadth,



"Chesterfield," "Clare," and "Campbeltown."

Early in October the Admiralty broke its silence on the progress of our anti-submarine warfare, and issued a statement showing that in the previous few weeks seven U-boats and two Italian submarines had been sunk by our naval and air forces, and that others had been damaged. At the same time another communiqué revealed that H.M.S. "Osiris" had scored yet another success by torpedoing and sinking an Italian destroyer of the Curtatone class in the Adriatic on September 22.

Another extensive naval sweep was carried out in the Eastern and Central Mediterranean areas during the second

'Ajax' in Action Again

week in October, this time with highly successful results. No contact was made with the enemy main forces, nor was there any indication that these forces ever put to sea; but in the course of the operations H.M.S. "Ajax" (Captain E. D. B. McCarthy, R.N.), famous for her part in the River Plate battle, made contact with three small Italian destroyers of the Airone class about 80 miles south-east of Sicily early in the morning of October 12. She immediately engaged them, and sank two of the Italian ships.

Shortly after this encounter "Ajax" sighted an enemy force composed of one heavy cruiser and four destroyers. She again engaged, and succeeded in crippling one of the enemy destroyers, but the remainder of the force escaped under

cover of the darkness. Believing that "Ajax" was in touch with considerable enemy forces, H.M.S. "York" (Captain R. H. Portal, D.S.C., R.N.) came up in support, but no further contact was made with the Italians that night.

In the morning, however, the crippled Italian destroyer was located with the assistance of aircraft of the Fleet Air Arm. She had been taken in tow by another enemy destroyer, which, on the arrival of H.M.S. "Ajax," slipped the tow and made off towards Sicily at high speed under cover of a smoke screen. It was then ascertained that the damaged destroyer was the 1,620-ton "Artigliere," a warship of the latest class.

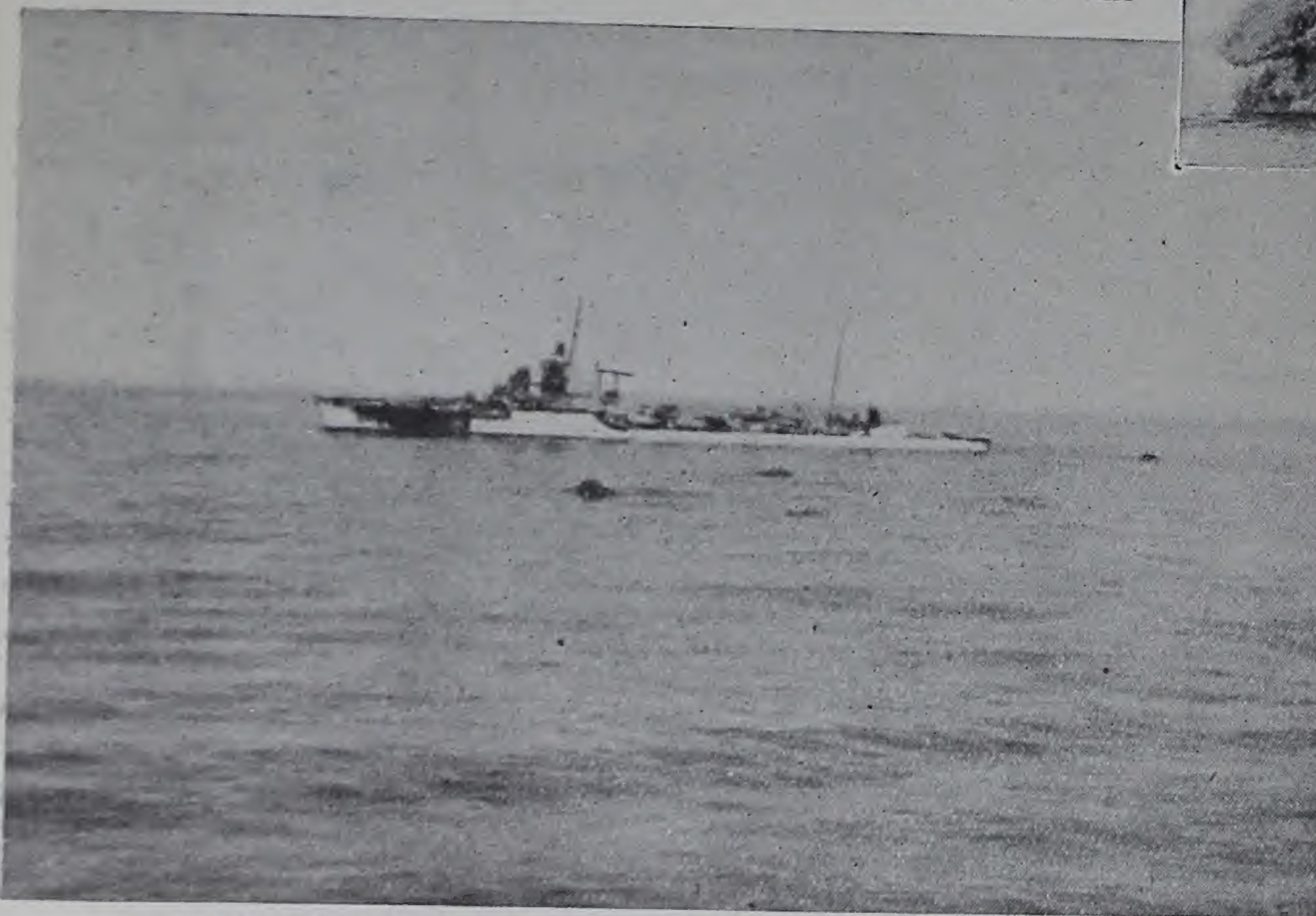
H.M.S. "York" now joined "Ajax," and the Italian crew were given half an hour to abandon ship, after which the "Artigliere" was sunk by gun-fire. "York" dropped rafts to supplement the boats and rafts for the survivors, and a wireless message was broadcast on the commercial wave-length of Italian stations, giving the position. As the Admiralty communiqué describing the action stated:

"This was done in spite of the fact that such a signal compromised the position of the British forces. Also the weather was fine

and Sicily at no great distance. Experience at the sinking of the Italian cruiser 'Bartolomeo Colleoni' on July 19, when our rescuing destroyers were bombed by Italian aircraft, made it impossible for our ships to take any further measures for the safety of the survivors of the Italian destroyer."

During these spirited and successful actions there were only a few casualties; a little damage was done to H.M.S. "Ajax," but that only superficial and above the water-line, in no way impairing her fighting efficiency.

On October 16 came evidence that it was not only the bombers of the R.A.F. that were battering the German invasion ports along the Channel coast.



#### 'ARTIGLIERE' WAS BLOWN OUT OF THE WATER

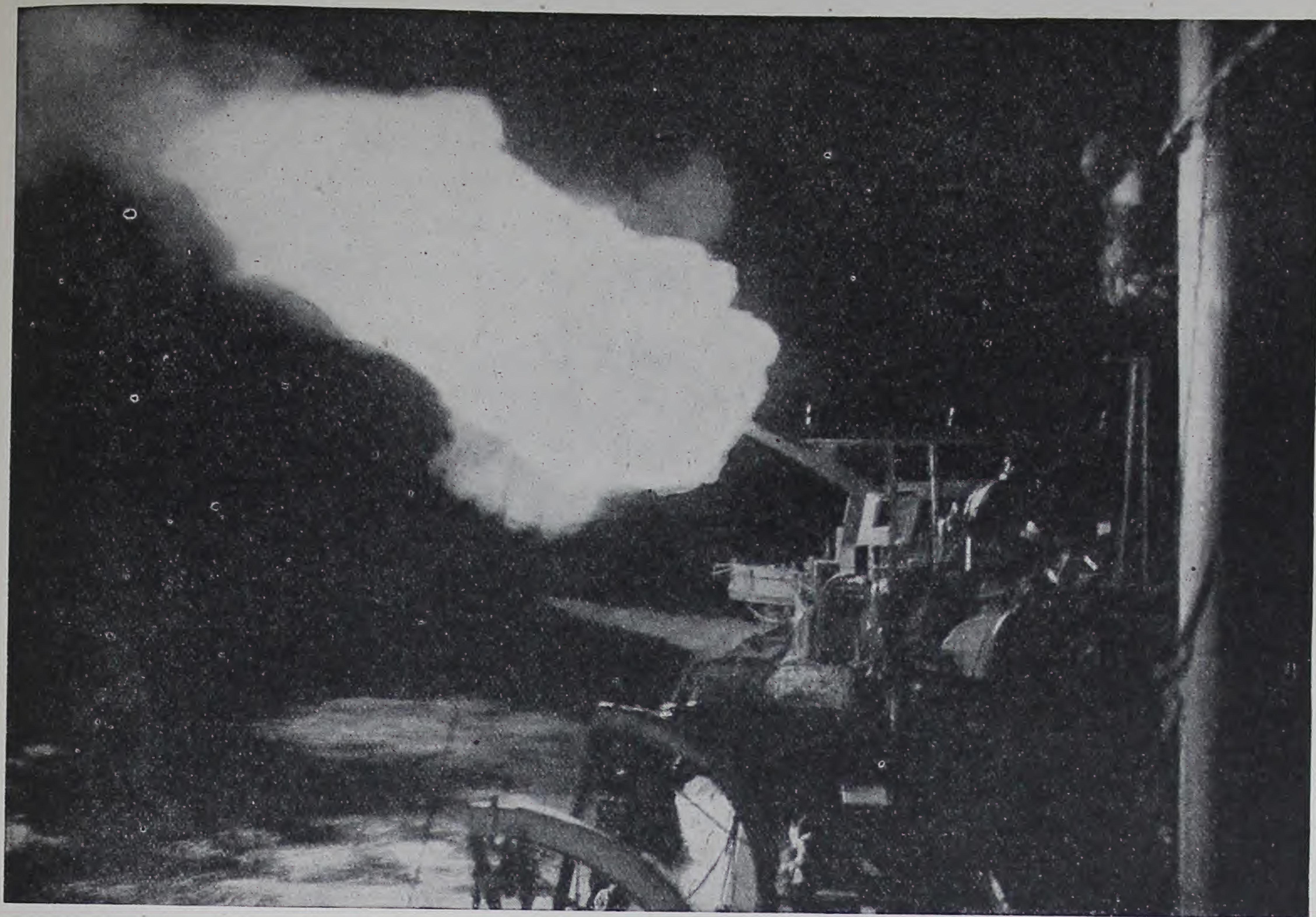
During an extensive naval sweep H.M.S. 'Ajax,' of River Plate fame, sank on October 12 two small Italian destroyers. Later in the day she crippled the 'Artigliere,' a modern 1,620-ton destroyer. The next morning 'York' came up and sank the Italian. Above, the crew abandoning ship; rafts were dropped for them. Right, the 'Artigliere's' magazine has gone up.

Photos, 'Daily Telegraph'; 'Daily Mirror'

An Admiralty statement that day told of a naval bombardment of Dunkirk, in which, as the communiqué put it tersely, "fires were seen to have been caused, and it is considered that much damage resulted." At the same time it was announced that a German convoy of three supply ships, with their two escort vessels, had been destroyed, and that another German vessel of about 7,000 tons had been attacked and hit with three torpedoes. On October 17 there was a brush between British light forces and a force of German destroyers off Brest. One of our cruisers was able to open fire at extreme range, but the visibility was bad and the light failing, and the enemy force escaped into Brest at high speed.

During the night of October 20-21 a British convoy in the Red Sea was attacked by two Italian destroyers, which fired torpedoes at the escorting





### THE NAVY STRIKES AT AN INVASION PORT

The threat of invasion from French ports was dealt with by the Navy as well as by the R.A.F. One of the several bombardments was that of Cherbourg on the night of October 10-11. Here, taken by the light of her own gun flashes, is one of the ships in the act of bombarding the port, where a shipping concentration had been detected.

*Photo, British Official : Crown Copyright*

vessels and shelled the convoy. Our escorting vessels immediately opened fire on the enemy and gave chase. Contact was temporarily lost, but H.M.S. "Kimberley" regained touch at daylight and engaged one enemy destroyer, identified as the "Francesco Nullo." After an action lasting forty minutes the Italian ship ran ashore and was blown up by a torpedo fired from the "Kimberley." During the action "Kimberley" came under fire from a shore battery of three guns and received one hit. Splinters damaged a steam pipe and reduced her speed, but she silenced two out of the three guns.

Two further successes by British submarines and the loss by mine of the destroyer "Venetia" (Lieut.-Comdr. D. L. C. Craig, R.N.) were the last news of naval activity in October, given in an Admiralty statement issued on October 25. A German torpedo-boat was destroyed off the French coast by H.M. submarine "Swordfish," and an Italian supply ship of 6,000 tons was sunk in the Mediterranean by our submarine "Regent."

As will be seen from the foregoing record the period under review was not one of spectacular offensive operations

and decisive victories at sea, and in the nature of things it could not be. It was a period of reorganization and redistribution of naval strength, of alert watchfulness, and of unremitting application to routine duties. How unremitting may be gauged from the melancholy toll of small craft lost—the trawlers and minesweepers and patrol vessels whose daily work of sweeping clear the channels and keeping watch and ward upon the shores of Britain received the dignity of a mention in Admiralty communiqués only when one of their number was lost.

Their names are a roll of patient devotion to unrewarding duty. Of them Kipling or Alfred Noyes might have made a resounding poem. Marsona, Drummer, Tamarisk, and Pyrope; Royalo, Resparko, Penzance, Dundee; Loch Inver, Sea King, Kingston Sapphire; Saucy, Sappho, Comet, and Recoil; Summer Rose, Warwick Deeping, Listrac, and Resolvo; Girl Mary, Dundalk, Velia, and Lord

Stamp—sloops, yachts, trawlers, minesweepers, auxiliaries—small craft, but with great hearts.

An important naval appointment was made known on October 17: Rear-Admiral Sir J. C. Tovey, commanding Destroyer Flotillas, Mediterranean, succeeded Admiral of the Fleet Sir Charles Forbes as Commander-in-Chief Home Fleet and was given the acting rank of Admiral. Admiral Tovey had been associated with the destroyer branch for most of his forty years in the Navy, and had commanded H.M.S. "Onslow" at the Battle of Jutland. From 1932 to 1934 he was in command of "Rodney." Promoted to Flag rank in 1935 and made Commodore of the R.N. barracks, Chatham, he was transferred to the Mediterranean in April, 1938. On October 17, also, came the news that Rear-Admiral Sir Henry Harwood, K.C.B., victor of the River Plate, had been appointed a Lord Commissioner of the Admiralty and an Assistant Chief of Naval Staff.



# MERCHANT SHIPPING, AUGUST-SEPTEMBER, 1940: FIRST YEAR OF HOSTILITIES

*A Year of War Reviewed—Progress of the Anti-Submarine Campaign—Germany Proclaims a 'Blockade'—Battle of Britain Begins—Channel Convoys Bombed and Shelled—Navicert System Extended—Shipowners and the Government—'City of Benares' Sunk—Loss of the 'Mahomed Ali El-Kebir'—Raiders in the Indian Ocean—Capture of the 'Weser'*

**W**HILE on land and in the air the first year of the war had been characterized by sporadic activity, at sea it was continuous from the sinking of the passenger liner "Athenia" on September 3, 1939. The aim of the Germans was to blockade the British Isles by a "sink at sight" policy conducted with all the ruthlessness of the war of 1914-1918, and it was hoped to equal, in the first year, the record of sinkings achieved in the spring of 1917, improving on that record in later months.

Thus, when war was declared, submarines and supply ships had already been posted at strategic points on the important trade routes. Great hopes were placed on the devastating effects of a new weapon—the magnetic mine, broadcast along the approaches and the entrance to estuaries and harbours. At the worst period of 1917 the sinkings of British ships were at the rate of 4,880,000 tons gross per annum. Towards the end of the first year of the Second Great War the Germans claimed that they had sunk 5,078,038 tons gross up to August 4. The actual sinkings up to the end of that month were 427 British ships of 1,669,677 tons gross, the total of British, Allied and neutral being under 3,000,000 tons. That was, of course, a high figure, but it was about half what the Germans had planned.

More important than the actual losses during the first year of the war was the fact that at the end of this period the British mercantile marine

## First Year's Shipping Losses

was stronger in tonnage than when war was declared—quite apart from the increase in Allied shipping brought about by the Nazi conquests in Europe. As is shown in Chapter 102 (pages 1055-68), the British war losses, together with losses from marine hazards, were made good by new shipbuilding, captures from the enemies, acquisition of ships belonging to enemy occupied countries, and purchases from neutrals, mainly from America. Besides this, the tonnage of our Allies amounted to over 6,000,000 tons gross. The loss of France as an ally is excluded from this consideration

because that country was not self-supporting in merchant tonnage and so contributed nothing to the British shipping pool. Apart from a comparatively small amount of Dutch shipping required by the Dutch East Indies, all the tonnage of the Allies was available to Britain, though some was, however, left to trade outside the war zones.

Against this favourable balance of nearly 7,000,000 tons gross must be placed the tonnage immobilized while undergoing repairs, a varying but considerable figure. Nevertheless, the end of the first year of war found the Allies in a position of great strength in ship tonnage. In terms of importing capacity, however (as explained in Chapter 102), there was little, if any, gain, owing to the cutting off of the near Continental and

Scandinavian sources of supply and to the virtual closing of the Mediterranean route for commercial shipping. In other words, the average round voyage of a ship was much longer than before, and each ship, on the average, was thus bringing in fewer cargoes.

Looking back over the first year there was no cause for alarm, but in Aug. and Sept., 1940, the prospects were more disturbing. Shipping strength had been maintained only with the help of gains that were mainly non-recurring—captures and the merchant fleets of new allies—while losses had reached, and were kept, at a new high level. The Germans were making full use of their new bases for submarines and long-range bombers along the French coast, and protective naval escorts were seriously depleted by the collapse of our former ally. At the same time, Germany began the air offensive—first directed against merchant shipping convoys—that was intended as a prelude to swift victory.

The average weekly sinkings of British ships, which had trebled since the collapse of France, were at the same level in August, and in September over 300,000 tons gross of British shipping were sunk, the highest figure of any month since the beginning of the war. On two occasions in these months the weekly totals of British losses exceeded for the first time the 100,000 mark, and in the week ended September 22 they amounted to no less than 148,704 tons gross. It was following the publication of the figures for this week that the Admiralty broke its usual silence on the progress of the anti-submarine measures to reassure the British public that there were two sides to the picture. It was revealed that "in the last few weeks" nine U-boats (seven German and two Italian) had been destroyed. By the end of September more than 20 Italian submarines had been accounted for, though Italy's submarines and motor torpedo-boats had been of but meagre assistance to the Germans.

Apart from the peak period of losses in September, the rate of sinkings for



## DESTROYED TWO HEINKELS

On August 1, 1940, the S.S. 'Highlander,' a small passenger ship, was attacked by three Heinkels. The crew shot down two with their Lewis gun and the ship steamed into port next day with the wreckage of one draped over her stern. Captain William Gifford (above) and the gunner, George Anderson, were awarded the O.B.E.

Photo, Planet News



many months after June, 1940, was comparatively steady. This was, perhaps, the most disturbing feature of the shipping situation. It proved that Germany, for all her threats of worse to come, was putting every effort into the attempted blockade of Britain. In spite of this, early in August Germany loudly and solemnly proclaimed "a complete blockade of the British Isles." From then on, it was declared, ships trading with Britain would be sunk without regard to their nationality, as if this were a new policy. The sinking already of 740,000 tons gross of neutral shipping—including Italian, Japanese and Spanish vessels—was proof enough that from the first the German campaign had been conducted without regard to international law or the neutrality of nations.

But the new declaration was made with the intention of frightening ship-owners of the few remaining neutral maritime countries in Europe who continued to employ their ships in the lucrative trade with Britain. In particular the threat was aimed at the tramp shipping of Greece, and pressure was brought to bear in that country to persuade the shipping companies to break the chartering contracts they had made with the British Ministry of Shipping; as a bribe, alternative employment was offered in "the import trade of Germany and Italy," which, in fact, was non-existent so far as overseas supplies were concerned.

The declaration of an intensified campaign at sea followed closely on the opening of the mass daylight air raids of "The Battle of Britain." The first

**Battle of  
Britain  
Begins**

of these raids was made on August 8 (see Chapter 110). In the morning a formation of sixty aircraft, bombers and fighters, attacked a convoy off the Isle of Wight. A few hours later a hundred planes were launched against the same convoy, and in the afternoon another convoy was raided by 130 aircraft. Only two small ships, 2,540 tons together, were sunk; seven more—all coastal vessels—were damaged. But the Germans lost sixty planes. By contrast, on the same day, two German motor torpedo-boats, from near-by Channel ports, succeeded in sinking three merchant ships. Other mass raids on shipping were made during this period of the air war, but with much the same result, and not long after these tactics were abandoned. In the meantime barrage balloons were added to the defensive protection of coastal convoys.

August saw another new development in the war on British shipping. On the



**BALLOONS AT SEA**

In August, 1940, barrage balloons were added to the protective devices of coastal convoys against Nazi dive-bombers. Although they slowed down the ships somewhat they proved effective. This evening photograph shows the type of merchant vessel protected with low-flown balloons.

*Photo, Central Press*



British, Allied and Neutral Merchant Shipping Losses				
	Sept. 3, 1939— July 31, 1940	Aug. 1940	12 months to Aug. 31, 1940	Sept. 1940
	Tons gross	Tons gross	Tons gross	Tons gross
<b>BRITISH</b>				
Mercantile voyages	1,219,920	282,432	1,502,352	307,427
Naval operations	167,325	—	167,325	—
Naval auxiliaries	111,813	39,220	151,033	—
Naval trawlers	15,235	1,870	17,105	604
<b>Total British</b>	<b>1,514,293</b>	<b>323,522</b>	<b>1,837,815</b>	<b>308,031</b>
<b>ALLIED ..</b>	<b>459,405</b>	<b>50,758</b>	<b>510,163</b>	<b>81,389</b>
<b>Total</b>	<b>1,973,698</b>	<b>374,280</b>	<b>2,347,978</b>	<b>389,420</b>
<b>NEUTRAL ..</b>	<b>735,121</b>	<b>54,281</b>	<b>789,402</b>	<b>46,737</b>
<b>Grand Total</b>	<b>2,708,819</b>	<b>428,561</b>	<b>3,137,380</b>	<b>436,157</b>

22nd of that month batteries of heavy guns at Cap Gris Nez fired on a large convoy in the Straits of Dover, about midway between the two coasts. Escorting warships quickly laid a smoke screen. About 100 shells were fired, but none of the ships, on this occasion, was sunk or seriously damaged. But one more hazard had been added to the essential duties of the British merchant seaman.

Early in August the methods of conducting the blockade of Germany and Italy were revised by an extension of the navicert system and the introduction of "ship's warrants." The blockade machinery was extended to France and her North African colonies, and navicerts, formerly intended mainly to assist bona fide neutral trading, were made compulsory in the case of all goods consigned to European ports and also to certain neutral ports in North Africa. When navicerts had been obtained for all items of cargo, a ship's navicert was granted at the last port of loading. All cargoes consigned to or shipped from European ports, not wholly covered by navicerts or "certificates of origin" issued by British consuls, were regarded as suspected contraband liable to be seized as prize. Similarly, ships sailing without navicerts were presumed to be doing so only because they were unable to obtain navicerts for the whole of their cargo and were therefore deliberately carrying contraband. These ships were treated accordingly.

were designed to ensure that neutral shipping not directly controlled by the Allies would not be employed in trade in any way benefiting the enemy. Hitherto important shipping facilities under British control all over the

This represented an extension of the former blockade measures, but directed to the source of origin of the trade instead of to the cargoes and ships at sea. The new measures which were adopted at the same time were more comprehensive. They

vessel a "ship's warrant." This assured them of continued access to commercial shipping facilities under British control. In the event of one ship in a company's fleet attempting to run the blockade, the warrants for the whole fleet were cancelled.

After months of negotiations between the Ministry of Shipping and British shipowners, the rates of hire for requisitioned British ships were announced at the beginning of August. The rates for all the

#### Shipping Rates Fixed

different types of ships were designed to cover the running costs of the vessels and, over and above, to provide 5 per cent. on the value of the ships for depreciation purposes and 5 per cent. for interest. Tramp rates were based on an assumed average value and varied on a scale according to the dead-weight tonnage of the vessels. Liners, on the other hand, were paid a fixed rate on the gross tonnage for running costs, the allowance for depreciation and interest being calculated on the actual value of each individual ship. The rates were retrospective to the time the ships came under requisition.

At the same time details were published of a war risk insurance scheme designed to make certain that ships lost during the war were eventually replaced. A proportion of the insurance money payable to shipowners for ships

lost by war risks was thus retained by the Government in a pool, which could be drawn on only in order to finance replacements after the war.

The results of the German methods of sea warfare were brought home to the world by the sinking of the passenger



#### SEVENTY-ONE DAYS IN AN OPEN BOAT

When the S.S. 'Anglo-Saxon' was sunk by a raider off the Azores on August 21, two young seamen, Roy Widdicome, aged 24 (left in the photograph), and Robert Tapscott, aged 19, sailed this boat 3,000 miles in 71 days and reached the Bahamas.

Photo, Wide World

world had been available to all vessels, such as provision of bunkers, dry-docking, repairing, insurance, stores and many minor services.

With the introduction of the new control measures referred to above, these facilities were no longer available to shipowners who did not render commensurate service in return, or to those who failed to satisfy the British Government that they would refrain from carrying on trade which was injurious to the Allied war effort.

Neutral shipowners who gave acceptable undertakings as to the character of the trade on which their ships were engaged and who employed the navicert system for their ships, received for each

#### Enemy Losses in First Year of War

	Sunk	Captured	Total
	Tons gross	Tons gross	Tons gross
<b>GERMAN ..</b>	705,000	258,000	963,000
<b>ITALIAN ..</b>	123,000	150,000	273,000
<b>Totals ..</b>	<b>828,000</b>	<b>408,000</b>	<b>1,236,000</b>

In addition, about 33,000 tons of neutral shipping under enemy control had been sunk.

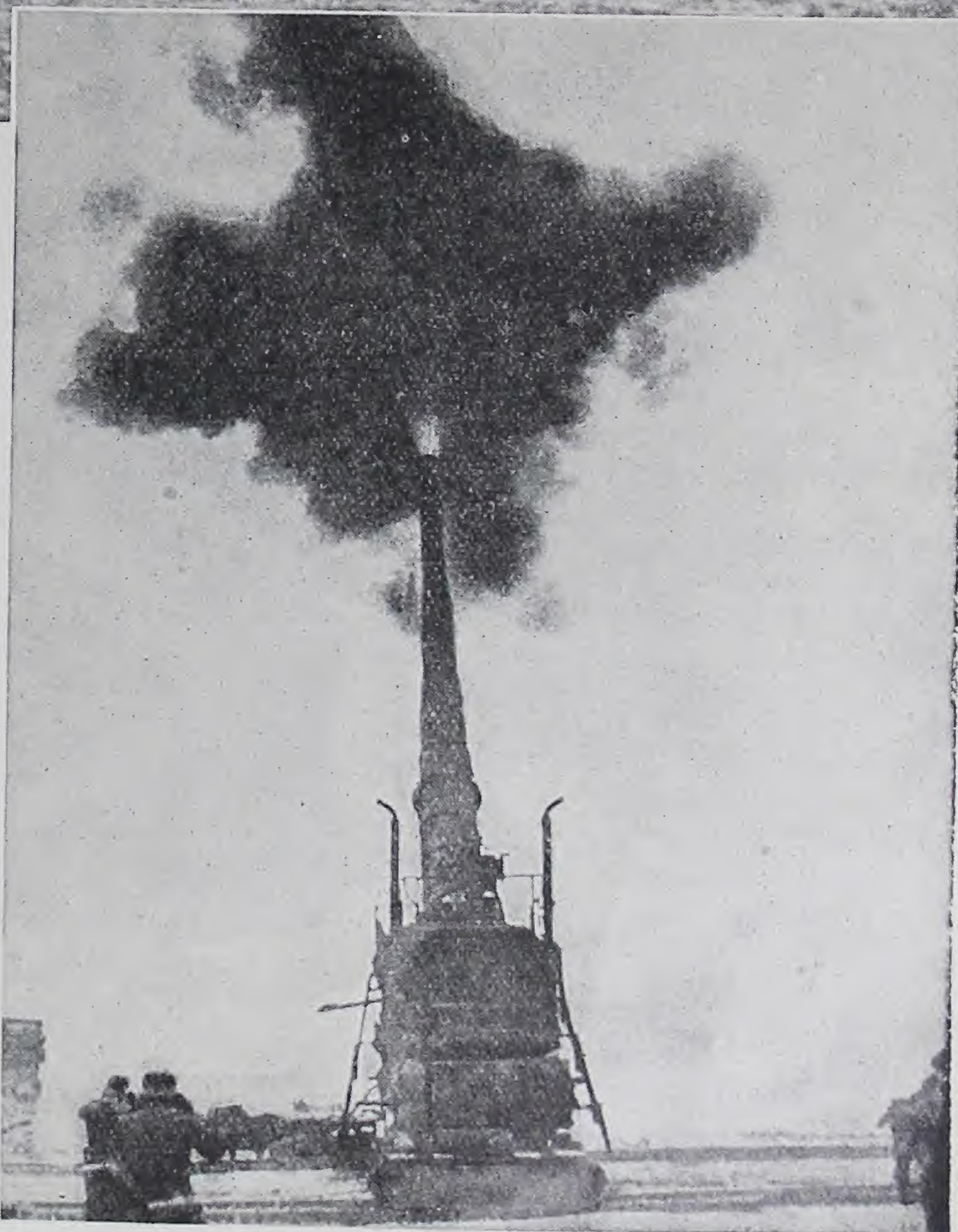




#### NEW DEVELOPMENT OF THE SHIPPING WAR

It was known that the Nazis were mounting heavy guns on the French coast, but it was not until August 22 that they fired from Cape Gris Nez on a shipping convoy in the Straits. Escorting warships laid a smoke screen and no serious damage was done. The range was about 20 miles. Above, near misses at the height of the attack. Below, right, a long range German gun, railway mounted, firing from the French coast. Below, left, the commander of an escorting warship on the look out.

*Photos, Associated Press ; Keystone ; Wide World*



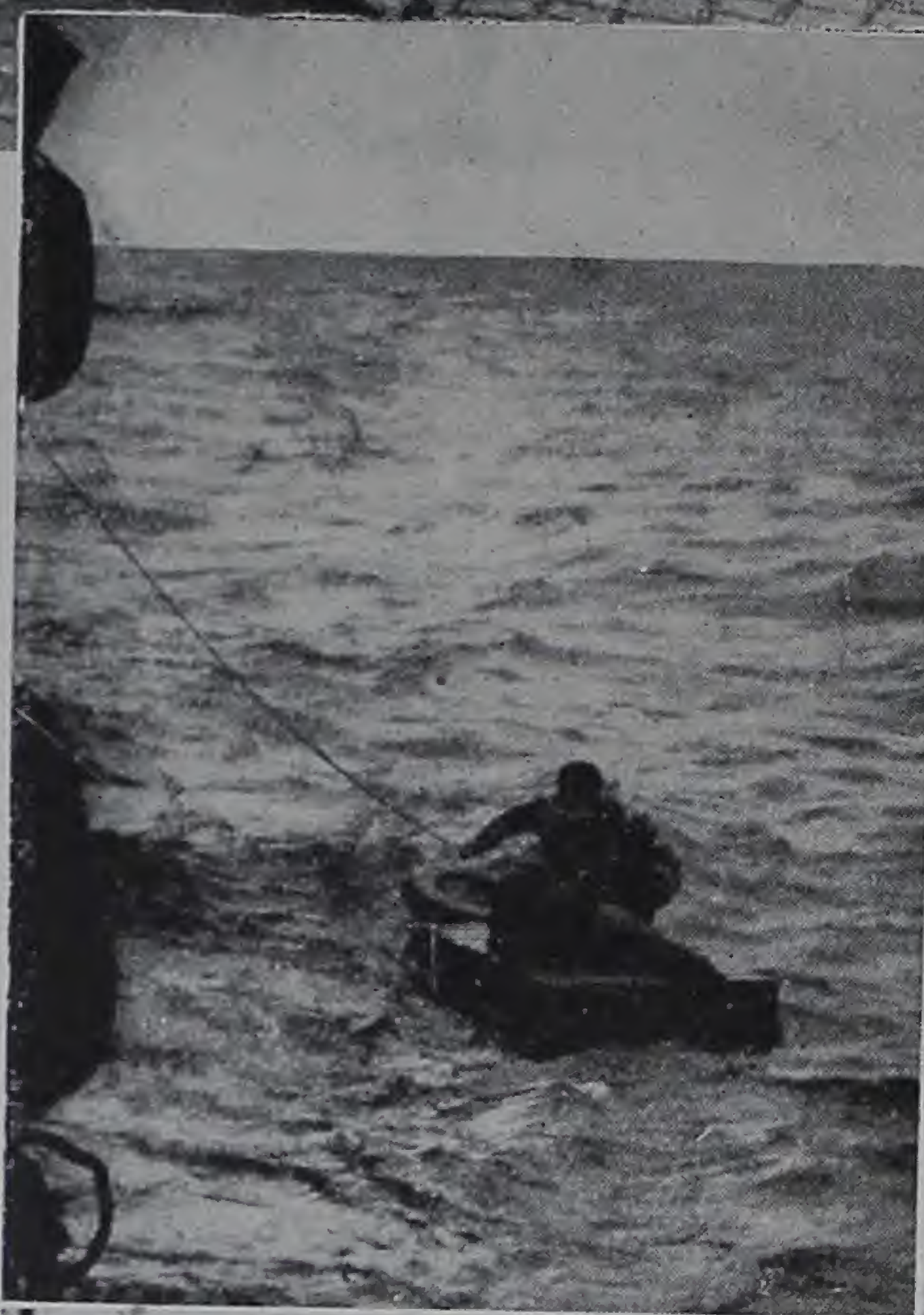




liner "City of Benares" on the night of September 17. On board were ninety children bound for Canada under the Government's evacuation scheme. The liner was torpedoed without warning about 600 miles out in the Atlantic. Tempestuous seas added to the difficulties of the darkness, and the death-roll was tragically high. Of the children, only thirteen, together with six more travelling privately, were rescued, and 248 out of a total ship's company of 406 were drowned. Forty-six of the survivors, including six children, were eight days in an open boat before a Sunderland flying-boat guided a warship to the rescue. The boat, under the skilful charge of the fourth officer, Mr. R. M. Cooper, was sailed or rowed; sometimes it was hove to with the sea anchor out owing to the stormy weather. The fourth officer later received recognition for his seamanship and courage.

The Germans attempted to excuse their action—first claiming that the liner had struck a mine, and later that she was an armed merchant cruiser and therefore a legitimate target for a surprise attack. Shortly after the disaster it was announced that no more children would be sent abroad under the Government's scheme during the winter. It was revealed at the time that a liner (the S.S. "Volendam") with 320 evacuees on board had been torpedoed in August in the Atlantic. The ship stayed afloat and was towed into port, and all the children were taken off by a warship and other vessels.

The "City of Benares" was a vessel of 11,081 tons gross, built on the Clyde in 1936. She was the flagship of the Ellerman Line. Another modern British passenger liner was sunk in August.



#### WHEN 77 CHILDREN WERE DROWNED

One of the most hideous results of the German methods at sea was that following the torpedoing without warning of the "City of Benares" on the night of September 17, 600 miles out in the Atlantic. She was bound for Canada under a Government evacuation scheme. Out of the 96 children on board only 19 were saved, six after spending eight days in a lifeboat. Of the ship's company, 248 out of 406 were also drowned. Above, survivors and a raft from the "City of Benares." Top left, children from the S.S. "Volendam," also torpedoed, but without loss, in August.

Photos, "Daily Mirror"; Associated Press

She was the "Dunvegan Castle," of 15,007 tons, formerly engaged in the Union-Castle Line's intermediate service to South Africa, but converted for war service as an auxiliary cruiser. This loss, together with that of the 16,923-ton Anchor liner "Transylvania," brought the losses of armed merchant cruisers during the first year of the war to seven, totalling 113,141 tons gross.

A rare occurrence was the loss, in August, of the transport "Mahomed Ali El-Kebir," a vessel of 7,290 tons gross, formerly owned by the Pharaonic Mail S.S. Company, of Alexandria. It was dusk when she was torpedoed and many of the men

#### Loss of a Transport

were turning in for the night. In a very few minutes all the troops were on the boat deck calmly awaiting orders to take to their boats, which were manned after the style of a peacetime drill. The naval ratings on board acted on their own initiative in handling the boats under difficult conditions. It was, indeed, only the outstanding bravery and discipline of the whole of the ship's company that averted serious loss of life. The last boat was not lowered but floated off the deck of the sinking ship, leaving about thirty officers and men on board. Among them was a naval petty officer who shouted as he dived into the sea, "Come on, mates. There'll always be an England—let's swim to it." They did not have to swim



far, as British warships came quickly to the rescue.

The "Mahomed Ali El-Kebir" was the third transport to be sunk during the first twelve months of war, apart from the ships lost in the improvised evacuation of the B.E.F. from France, when all sorts and sizes of ships never intended for transport duties were employed. This was a remarkable record in view of the hundreds of thousands of troops convoyed to the different theatres of war, including the Middle East.

That the smallest of British merchant

of the German 'plane on board.

Towards the end of August reports were received, within two or three days of each other, of German sea raiders in action in the Tasman Sea and the Indian Ocean. The loss of the "Turakina," a



#### SURVIVORS OF THE ATLANTIC WAR

Top right, fifty seamen of the 'Corrientes,' a 6,800-ton ship of the Donaldson Line torpedoed in September, who, rescued by a Swedish freighter, reached American soil at Philadelphia with the skipper, Captain Thomas Stewart. Above, a lifeboat from the British merchant ship 'St. Agnes,' seen from the decks of the U.S. export liner 'Exochorda,' which rescued 64 men from the torpedoed vessel.

*Photos, Keystone*

ships could give more than a good account of themselves against attacks from the air was well illustrated by the feat of the coastal passenger steamer

"Highlander," a vessel of 1,216 tons built in 1916. On the night of August 1 she was attacked off the East Coast by a German aircraft which, after dropping bombs from a low altitude without success, returned to rake the ship with machine-gun fire. The ship's gun sent the 'plane crashing into the sea in flames. Two minutes later the "Highlander" was attacked by another German aircraft. Again the bombs missed. As the 'plane circled to renew the attack it was hit, lost height and struck the ship's port lifeboat, swinging round and crashing on the "Highlander's" poop. The next morning the "Highlander" proudly steamed into harbour with the wreckage

vessel of 9,691 tons owned by the New Zealand Shipping Company, was announced by Mr. P. Fraser, Premier of New Zealand, but the sinking of the tanker "British Commander," which was reported as being shelled in the Indian Ocean, was not confirmed. Early in September the British tanker "Cymbeline" was sunk by a raider after a brief exchange of shots about 600 miles from the Azores. Her master, with two of his officers, were fourteen days in an open boat before being picked up by another tanker.

Among other losses in September, two ships of the Donaldson Line were torpedoed in the Atlantic towards the end of the month. The whole of the crew of the "Corrientes," 6,863 tons, were picked up by a westbound freighter. The other liner was the "Sulairia," of 5,802 tons, and all but one of her crew were rescued by a British warship.

The list of captured German ships was added to when the cargo liner "Weser" was intercepted by the Canadian auxiliary cruiser "Prince Robert," formerly a coastal passenger ship of the Canadian National Railways. The "Weser" had been lying at Manzanillo, in Mexico, since July. She sailed from that port on September 25 with a cargo of oil in barrels—reported to number 19,000—possibly intended for refuelling German warships. The ship and her cargo were captured intact the same evening. The "Weser" was of 9,179 tons gross and was owned by the Norddeutscher Lloyd. She was one of the fastest and best equipped ships of the cargo liner type in the German mercantile marine.

#### Merchant Shipping Losses and Gains for First Year of War

(Tons gross : The figures are approximate)

##### GAINS, British

Captures		
German ... ..	258,000	
Italian ... ..	150,000	
Acquisitions		
French ... ..	400,000	
Danish ... ..	400,000	
		1,208,000
Purchase and building ... ..	950,000	
<b>Total ... ..</b>		<b>2,158,000</b>

##### LOSSES, British :

War ... ..	1,670,000	
Marine ... ..	200,000	
		1,870,000

NET GAINS, British ... .. 288,000

##### GAINS, Allied:

Norwegian ... ..	3,750,000	
Dutch ... ..	2,000,000	
Belgian and Polish	500,000	

**Total** 6,250,000  
Less Allied War Losses\* 389,000

NET GAINS, Allied ... .. 5,861,000

TOTAL GAINS, British and

Allied ... .. 6,149,000

Neutral tonnage chartered ... 750,000

TOTAL FAVOURABLE BALANCE 6,899,000

\* Excluding French



# Main Events of the First Year of War: Sept. 1, 1939, to Aug. 31, 1940

## 1939, September

1. Germany invades Poland.
3. Britain and France declare war. Liner 'Athenia' sunk.
4. First R.A.F. raid on Germany (Kiel Canal).
6. First enemy raid over Britain. Cracow falls.
7. Westerplatte surrenders.
12. Announced that British troops are in France.
14. Gdynia captured.
16. Germans claim capture of Przemyśl and Białystok.
17. Russia invades Poland. A/C 'Courageous' sunk.
19. Russian troops occupy Vilna. Hitler enters Danzig.
21. Rumanian premier, Calinescu, assassinated by Iron Guard.
22. French reach outskirts of Zweibrücken.
27. Warsaw surrenders.
29. Partition of Poland by Molotov and Ribbentrop. Soviet-Estonia pact signed.
30. Free Polish Government constituted in Paris.

## October

1. Hela Peninsula surrenders.
2. R.A.F. fly over Berlin.
5. Soviet-Latvia pact signed.
6. Hitler announces 'peace' plan to Reichstag.
11. Soviet-Lithuania pact signed.
14. 'Royal Oak' sunk in Scapa Flow by U-boat.
16. Air raids over Firth of Forth.
17. Four raiders reach Scapa Flow; 'Iron Duke' damaged.
23. U.S. steamer 'City of Flint' brought by 'Deutschland' prize crew into Murmansk.
27. U.S. Senate repeals arms embargo.

## November

3. Roosevelt's Neutrality Bill passed.
7. King Leopold and Queen Wilhelmina appeal for peace.
18. Dutch liner 'Simon Bolivar' sunk by mine.
21. H.M.S. 'Rawalpindi' sunk off Iceland by 'Deutschland'.
26. Soviet alleges frontier 'incident' in Karelian Isthmus.
30. Russia attacks Finland by sea, air, and land.

## December

1. Soviet sets up puppet 'Finnish People's Government' at Terijoki.
6. Finns retreat to main defence line, Karelian Isthmus.
7. Polish submarines 'Wilk' and 'Orzeł' join Navy.
13. Battle of the Plate between 'Graf Spee' and cruisers 'Achilles', 'Ajax' and 'Exeter'.
16. Successful Finnish counter-drive in Suomussalmi district.
17. 'Graf Spee' scuttled.
19. First bombing of Helsinki. German liner 'Columbus' scuttled.
23. Great Finnish victory near Lake Tolva. Russians retreat in Karelian Isthmus, Petsamo and Salla region.
24. Finns cross Russian frontier near Lieksa.
30. Finnish northern armies destroy Russian division near Lake Kianta.

## 1940, January

5. Mr. Hore-Belisha, War Minis-

ter, resigns; Mr. Oliver Stanley succeeds him.

8. Russian 44th Division destroyed. Food rationing starts in Britain.
12. R.A.F. made greatest wartime survey flight over Austria, Bohemia, Eastern and N.W. Germany during night of 12-13.
19. Russians retreating on Salla front and N. of Lake Ladoga.
22. New Russian offensive round Lake Ladoga.
27. S. African House of Assembly rejects Hertzog's peace motion.
29. Widespread raids on British coasts from Shetlands to Kent.
30. Finns launch new offensive north of Kuhmo.

## February

1. Russians launch violent attack at Summa.
5. Finns report big victory against Russian 18th Division, N.E. of Lake Ladoga.
12. First Anzacs arrive at Suez.
13. Russians capture advanced positions of Mannerheim Line.
16. British prisoners, numbering 299, taken from ships sunk by 'Graf Spee,' are rescued by 'Cossack' from 'Altmark' in Joëssing Fjord.
19. Finns finally rout Russian 18th Division.
20. Russian 164th Division trapped at Kitela.
22. Fourteen Russian divisions massed for attack on Viipuri.
26. Finns evacuate fortress of Koivisto.

## March

2. Russians reach Viipuri.
7. Battle for Viipuri continuing. Helsinki announces that peace negotiations are in progress.
8. R.A.F. over Posen, longest flight of war.
12. Soviet-Finnish Peace Treaty signed in Moscow.
18. Hitler and Mussolini meet at Brenner Pass.
20. Daladier resigns.
21. Reynaud becomes head of new Government.
26. Further sector of Allied front taken over by B.E.F.
28. Supreme War Council issue declaration of united action.

## April

8. Norway protests against British mines in Norwegian territorial waters.
9. Germany invades Denmark and Norway. Oslo occupied. Off Narvik 'Renown' engages 'Scharnhorst' and cruiser of Hipper class. Destroyer 'Gurkha' sunk off Bergen. Cruiser 'Karlsruhe' sunk by submarine 'Truant'.
10. First Battle of Narvik. Massed air attack on Scapa Flow repulsed.
13. Second Battle of Narvik.
15. Announced that British forces had landed in Norway.
18. Landings in Norway continue.
23. Second War Budget. Income-tax 7s. 6d.

## May

1. Allied forces S. of Trondheim evacuated from Aandalsnes.

2. Allied forces north of Trondheim evacuated from Namsos.
10. Germany invades Holland, Belgium and Luxemburg. Allied troops enter Belgium. Mr. Chamberlain resigns; succeeded by Mr. Churchill. British troops land in Iceland.
11. Germans cross Maas at Maas-tricht. Churchill forms War Cabinet.
13. Queen Wilhelmina goes to England.
14. Germans cross Moerdijk Bridge. Rotterdam bombed to ruins. Dutch High Command orders cease fire. Government moves to London.
15. Enemy cross Meuse near Sedan. War Office creates Local Defence Volunteers.
17. Germans enter Brussels.
19. Weygand succeeds Gamelin as C.-in-C.
21. Germans reach Amiens and Arras.
23. Abbeville in enemy hands. Germans cross Scheldt at Oudenarde.
24. Tournai and Ghent captured.
26. Boulogne occupied.
28. Belgian armies surrender by order of King Leopold. Narvik captured by Allied forces.
30. Evacuation from Dunkirk.

## June

3. First enemy raid on Paris.
5. Germans launch new offensive along Somme and Aisne.
7. First V.C. of war awarded (Warburton-Lee).
9. Enemy reach Rouen.
10. Italy declares war on Allies. Withdrawal of Allied troops from North Norway. King Haakon and Govt. in London.
11. Germans cross Seine near Rouen. First R.A.F. raids on Libya and Italian E. Africa.
12. First bombing raid on Italy (Turin, Genoa, etc.).
14. Germans enter Paris.
15. Verdun captured.
16. Reynaud Cabinet resign. Marshal Pétain forms new Government. British Government offer Act of Union.
17. Pétain announces that he has sued for peace.
18. Hitler and Mussolini meet in Munich.
20. Germans occupy Lyons.
22. French sign armistice with Germany at Compiègne.
23. General de Gaulle forms French National Committee.
24. French sign armistice with Italy at Rome. Italians occupy Mentone.
28. Rumania cedes Bessarabia and N. Bukovina to Russia. Channel Islands occupied by German troops.

## July

1. Rumania renounces Anglo-French guarantee of her neutrality. Graziani appointed C.-in-C. in North Africa.
2. Liner 'Arandora Star,' carrying enemy internees to Canada sunk by U-boat.
3. Royal Navy seizes all French warships in British ports. Action against those at Oran and Mers-el-Kebir.
4. British withdraw garrisons at Kassala and Gallabat, Sudan.
5. Pétain Government severs

diplomatic relations with Britain.

6. Fleet Air Arm attack battleship 'Dunkerque' grounded at Oran.
8. French battleship 'Richelieu' at Dakar put out of action.
9. Naval engagement east of Malta. Other naval forces sweep towards Central Mediterranean.
14. Garrison in British Moyale withdrawn.
19. Sir Alan Brooke becomes C.-in-C. Home Forces.
23. Third War Budget. Income-tax 8s. 6d.
25. French ship 'Meknès,' repatriating 3,300 French naval officers and men, sunk off Portland by enemy M.T.B.
30. Award of Army's first two V.C.s.
31. H.M.S. 'Alcantara' damages disguised German raider off Brazil.

## August

2. Lord Beaverbrook joins War Cabinet.
3. Lithuania incorporated into Soviet Union.
4. Italians invade Brit. Somaliland.
5. Latvia incorporated into Soviet Union.
6. Estonia also incorporated.
8. Air attacks on Britain intensified. Two convoys off South Coast fiercely attacked; 61 raiders shot down.
11. Massed attacks on balloon barrage, Portland, Weymouth and East Coast shipping; 65 raiders destroyed.
12. Large-scale attacks on Dover, Portsmouth and Isle of Wight; 62 raiders destroyed.
13. Mass attack on Portsmouth and Southampton. Enemy lose 78 aircraft.
15. Enemy onslaught from Tyne to Plymouth. Fighter aerodromes heavily attacked. Germans lose 180 machines.
16. Intense air attack S.E. areas. Enemy lose 75 aircraft.
17. U.S.A. and Canada set up joint Defence Board.
18. Mass raids on S.E. areas. Enemy lose 152 aircraft. First British raid on Addis Ababa.
19. Evacuation of Brit. Somaliland announced.
21. Rumania cedes Southern Dobruja to Bulgaria.
24. Mass attacks on Britain resumed. First bombs on Central London. Germans lose 52 aircraft.
25. Enemy lose 55 'planes over Britain. First R.A.F. bombing raid on Berlin.
26. 57 raiders shot down. Chad Territory joins Allies.
28. Enemy lose 29 aircraft over Britain.
29. French Congo and Cameroons join Allies.
30. Evacuee ship, taking 320 children to Canada, torpedoed in Atlantic. Mass raids on inland Fighter aerodromes. Great air battles over London. Enemy lose 62 aircraft. Rumania cedes Northern Transylvania to Hungary.
31. Germany loses 89 aircraft over Britain.



# FIRST YEAR OF THE WAR IN RETROSPECT: TO AUGUST 31, 1940

*Obliteration of Poland—Russian Invasion of Finland—Nazi Onslaught Against Norway and Denmark—Lightning Conquest of the Low Countries—Belgian Surrender—Forcing the Meuse, the Nazis Reach the Channel Ports—Withdrawal of the B.E.F.—Battle of France—Reynaud's Government Falls, and Pétain Sues for Peace—France Capitulates—Mussolini Enters the War—Britain Stands Alone But Indomitable*

**S**EPTEMBER 1939. September 1940. Only a year, but in that brief space what changes were wrought! Never, perhaps, in history, certainly never in modern history, has the map of Europe been so rudely treated. Not even Napoleon was able to effect so much change in so short a time. Hitler had advantages which Napoleon never enjoyed; with his tanks and dive-bombers he obliterated frontiers, took whole peoples into captivity, overran state after state, until the continent was crushed beneath, or, at least, threatened by, the wheels of the juggernaut he and his Nazis had created and perfected. When the first rays of the September sun gilded the plains of Poland the Nazis began to march; and long before the war's first year was ended they had overrun Poland, Norway and Denmark, Holland, Belgium and Luxemburg, and finally France.

The conquest of Poland required a campaign of less than a month; before September, 1939 was out the republic had been expunged from the map and its territory divided between the Nazi wolf and the Russian jackal. After that first essay in *blitzkrieg* there was an interval of six months. The spotlight of interest shifted to the north, where in October, following his seizure of half Poland and his virtual occupation of the three little Baltic republics of Estonia, Latvia and Lithuania, Stalin stretched out his hands to Finland. Though outnumbered by twenty or thirty to one, though possessed of few 'planes and next to no mechanized equipment, the Finns maintained a resistance hardly equalled in heroism in the whole history of war. In "General Winter" they found

a most puissant ally, and tens of thousands of Russians were wrapped by the snows in the sleep of death. Hundreds of 'planes were brought down by the Finnish marksmen; hundreds of tanks sank to disaster in the snowdrifts; villages with strange-sounding names—Suomussalmi, for instance, Kitela, Pitkaranta, Kuolajärvi, Salmi-



**BRITAIN'S INDOMITABLE LEADER**

The outstanding fact in the first completed year of Britain's war against Nazi Germany was the inspiring leadership of Winston Churchill, who took the helm after the collapse of the Chamberlain Government on May 10. In defeat and disaster as in triumph by air and sea, he typified in his person, his oratory and his deeds the determination of the nation and its Allies to endure and to do all until victory was attained. When this photograph was taken he was visiting the 'front line' at Dover and Ramsgate on August 29, 1940.

*Photo, British Official: Crown Copyright*

järvi, and Salla—sprang into fame as the battlefields where a few thousands of Finnish soldiers had defeated, nay crushed, the choicest regiments of the Red Army. On the Mannerheim Line in the Karelian Isthmus the Finns put up a superb stand, and when at last the position was outflanked rather than overrun, the military critics spoke somewhat pityingly of its planning and construction. The Maginot Line was so very much better. . . .

But at last Russia's uncountable hosts crashed their way through to victory. Finland submitted to Stalin's will. But never will Finland's fight be forgotten. Finland's surrender was dated March 12, but still Scandinavia remained in the very forefront of the news. There was much diplomatic parleying between the Allies and Norway concerning the use of Norwegian territorial waters by ships conveying Swedish iron-ore from Norway's Atlantic port of Narvik to the German harbours. Once, on February 17, British warships invaded Norway's waters and intercepted the "Altmark," Germany's prison-ship of infamous repute, which was conveying a number of British merchant seamen as prisoners-of-war to Germany. Then on April 8 the Allies gave notice that they were mining the Norwegian channel through which the Nazi ore-ships passed.

Up to now the war in the west had been a strange war indeed. Along the French frontier the two great armies watched and waited, entrenched on the one hand in the Maginot Line and on the other in its Siegfried counterpart. For months hardly a shot was fired. The French were not anxious to force the issue, and Hitler

seemed to be not yet fully prepared for a life and death struggle with France and Britain. He even launched a futile peace offensive in the hope that the Allies would accept the Polish conquest as a *fait accompli*.

At the turn of the year three alternatives were open. He could stand on the defensive, hoping with the help of the counter-blockade to wear down the Allies' determination; or he might attempt to crush the morale of the





### GERMAN CRUISER SUNK BY ONE BRITISH BOMB

Hit by a submarine's torpedo in Norwegian waters, the light cruiser 'Königsberg' put into Bergen harbour on April 10, 1940. There she was found by a Fleet Air Arm bomber which scored a hit directly amidships. In ten minutes the warship sank, blocking the entrance to a dock. This photo, one of a series taken from a house overlooking the harbour, shows the mortally wounded cruiser backing away from the pier.

*Photo, Associated Press*

British and French people by launching the Luftwaffe against them in an unrestricted air attack; or, counting on the inability of the Allies to attack, he could take time to expand his army and air force and make good the wastage of the Polish campaign, and then at the right moment use his forces in one tremendous attempt to secure decisive victory. It was this third course which he adopted.

On April 9, the day following the mining by the Allies of the Norwegian waters, the German onslaught on Scandinavia began.

**Invasion of Denmark and Norway** while in Norway a number of ships which had arrived some days before at the quaysides, and were waiting in readiness, disgorged their cargoes of armed men on to the quays of Narvik, Bergen, Trondheim and Stavanger. On the same

day a few hundred German soldiers marched unopposed into Oslo, the capital, and occupied all the strategic points until they could be reinforced by troops landed from other ships or brought by 'plane. Too late the Osloans awoke to the fact that they had been bluffed into surrender; too late Norway as a whole realized her folly in not linking her fortunes with the Allies, relying instead on an out-of-date conception of neutrality. Off the coast of Norway Britain's fleet, supported by Norwegian guns, took heavy toll of Hitler's navy, but the evil had been done. Thousands of German soldiers had entered the country, thousands more arrived day by day; and when the Allied Expeditionary Force landed at Namsos and Aandalsnes, it was not only opposed by an enemy immensely superior in arms and numbers, but subjected to an aerial bombardment as demoralizing as it was devastating.

Never was it able to establish air mastery. Landing in the middle of April, the British troops were withdrawn in the first two or three days of May; Narvik, which was not captured until May 28, was evacuated on June 10. It was an ill-conceived adventure. Not for the first time Germany's opponent had taken action too late.

In Britain the news of the evacuation of the British troops from Norway was received with anger: people had been buoyed up by hopes of victory based on extravagant reports received from neutral sources—reports which the British authorities, while not confirming, had done little to "debunk." When the truth was known the reaction was all the more violent. There were bitter speeches in the House of Commons, and Mr. Chamberlain's Government, already

### Mr. Churchill on The First Year

**O**N August 20, 1940, Mr. Churchill reviewed the events of the first year of hostilities. After the collapse of France, he said,

"The British nation and the British Empire, finding themselves alone, stood undismayed against disaster. No one flinched or wavered. . . . Our people are as united and resolved as they have never been before. Death and ruin have become small things compared with the shame of defeat or failure in duty. . . .

"Our Navy is far stronger than at the beginning of the war. The great flow of new construction set on foot at the outbreak is now beginning to come in. . . . The seas and oceans are open. The U-boats are contained, the magnetic mine is mastered. The merchant tonnage under the British flag, after a year of unlimited U-boat war, after eight months of intensive mining attack, is larger than when war began. We have in addition under our control four millions of shipping from the captive countries which has taken refuge here and in the harbours of the Empire. . . .

"The great air battle which has been in progress over this island for the last few weeks has recently attained a high intensity. It is too soon to attempt to assign limits either to its scale or its duration. . . .

"The gratitude of every home in our island, in our Empire, and indeed throughout the world, except in the abodes of the guilty, goes out to the British airmen who, undaunted by odds, unwearied by their constant challenge and mortal danger, are turning the tide of world war by their prowess and by their devotion. Never in the field of human conflict was so much owed by so many to so few."

undermined by months of criticism because of its failure to grasp the realities of a great and grim situation, tottered to its fall. On May 10 it crashed, and other and greater things crashed with it, for on that day Hitler's armies invaded Holland and Belgium.

While on this side of the North Sea Britain girded up her loins under the inspiring leadership of Winston Churchill, who formed a ministry drawn from all the great parties in the House,



Hitler's war machine crashed its way through the Low Countries. Holland's resistance lasted a mere five days, but the Dutch did all that brave men could do. Only when the heart of Rotterdam had been converted into a shambles by squadrons of Hitler's bombers, only when the whole of the Netherlands had been converted into a battlefield in which the invaders were all too ably assisted by Fifth Columnists and parachute troops, only when a quarter of Holland's little army had fallen in battle—only then did Holland sue for peace. And even then her Queen and her Government managed to escape to London, where they continued to organize and direct the effort of the vast Netherlands Empire overseas.

In Belgium the struggle was more prolonged, for King Leopold appealed for help to Britain and France, who immediately denuded their fronts in

#### B.E.F. in Belgium

France by rushing divisions to his aid. (Later it was realized that in so doing they had fallen headlong into Hitler's trap.) On the very first day of invasion the British Expeditionary Force crossed into Belgium, and a few days later was in action beyond Louvain. But in the French sector there were "incredible mistakes," as Reynaud styled them.

On May 15 the Germans forced the passage of the Meuse near Sedan, and their tanks forthwith smashed their way through the French defences. The Maginot Line, it was now revealed—that Line on which France had based all her hopes—did not extend beyond Montmédy save as a string of trenches and concrete gun-posts. The Germans saw no reason to attack it directly, but drove across the Meuse and spread out

in all directions behind it. Demoralization spread far and wide behind the fighting front, if front there still were; desperate efforts were made to close the gap, but it remained open—nay, was widened. A great host of tanks and mobile infantry was rushed through into the plains of Northern France, and the communications of the British and French armies in Belgium were severed. Retreat became inevitable, and after some little delay it was ordered.

Back they marched from Louvain, fired by the hope—the desperate hope—of joining up with the main French armies now engaged in furious battle to the north-east of Paris. On May 17 the Germans entered Brussels, and a week later, with the occupation of Ghent and Tournai, practically all Belgium had been overrun. King Leopold and what was left of his armies were forced up against the coast near Ostend. On his right were Gort's divisions, linked with the French in Lille but with no hope of making juncture with Weygand's new line on the Somme. Even that line, indeed, was endangered, for on May 21 the Germans entered Amiens, and two days later Abbeville; on May 26 they occupied Boulogne, having

already seized Calais, after overcoming the magnificent defence of the British rearguards. On that same day, May 26, Leopold, with his towns in flaming ruins, his armies defeated, gave the order for surrender. At the time his action was hotly denounced by his Allies, particularly the French, but history may well reverse or revise the bitter judgement of those desperate days.

But the Belgian collapse put Gort in a most dangerous position. His left flank was laid open; on his front and on the right he was heavily engaged with an immensely superior foe. The struggle was watched with the most painful interest from across the Channel, and in Germany they were already prophesying the imminent capture of the whole B.E.F. But fortunately this was not to be. From Dunkirk from May 30 to June 4 a motley armada snatched the khaki army from the very jaws of the German pincers. The B.E.F. lived to fight another day, but with the loss of all its equipment. It was, as Mr. Churchill said, both a miracle of deliverance and a colossal military disaster.

Meanwhile, the Battle of France was rushing to its disastrous close. On May 19 Gamelin had given place to Weygand,

#### UNITED STATES AND CANADA JOIN HANDS IN DEFENCE

After the triumph of the Battle of Britain the year's most satisfactory development was effective abandonment of mere neutrality by the U.S.A. The agreement for the joint defence of the North American Continent was reached at a conference on Aug. 18, 1940. The joint Defence Board thereafter set up held its first meeting in Ottawa later in the month. Among its members were (1) Dr. H. L. Keenleyside, Canadian Secretary; (2) Mr. H. D. Hickerson, U.S. Secretary; (3) Brigadier K. Stuart, D.S.O., M.C., Deputy Chief of the Canadian General Staff; (4) Captain L. W. Murray, R.C.N., Deputy Chief of the Canadian Naval Staff; (5) Commander F. P. Sherman, U.S. Navy; (6) Air Commodore A. A. L. Cuffe, Royal Canadian Air Force; (7) Lt.-Col. J. T. MacNarney, U.S. Army Air Corps; (8) Major J. S. Gullet, Air Attache, U.S.; (9) Lt.-General S. D. Embick, U.S. Army; (10) Mr. O. M. Biggar, K.C., Canada; (11) Hon. P. Moffatt, U.S. Minister to Canada; (12) Rt. Hon. W. L. Mackenzie King, Prime Minister of Canada; (13) Hon. Fiorella H. La Guardia, Mayor of New York (U.S. Chairman); (14) Hon. J. L. Ralston, Canadian Minister of National Defence; (15) Captain H. W. Hill, U.S. Navy.

*Photo, Sport & General*





and with pathetic faith the French trusted him to work the miracle which alone could save their country in that desperate hour. But no miracle was forthcoming—no such miracle as saved France on the Marne in 1914. The Somme line, where the new generalissimo had planned to hold the enemy, was forced, and the French divisions reeled back to the Seine and the Aisne. They were given no respite. Day and night they were battered by the Nazi tanks and dive-bombers. On June 10 Rouen fell, and on June 14 the German hosts goose-stepped through the streets of Paris. The next day Verdun surrendered—that Verdun which the Germans in the last war sacrificed hundreds of thousands of lives to win, but never won. "They shall not pass!" vowed France in 1916, and was bled white in maintaining that heroic resolve. In 1940 they passed with ease, and pressed on to ravage France's heart.

The Reynaud cabinet fell on May 16, and at Bordeaux—now the seat of the government—there developed a battle for France's soul. The British urged their ally to continue the struggle from the

France the struggle from the  
Capitulates French colonies; Mr. Churchill made the

unprecedented gesture of proposing an Act of Union between the two countries. But the spirit of resistance was dying, almost dead. Marshal Pétain, who assumed the premiership, had come to the conclusion that all was lost save honour, and decided to sue for terms. So on June 21 France's plenipotentiaries sat in the railway coach at Compiègne where twenty-two years before Foch had dictated terms to a defeated Germany. Now it was France's turn to taste the bitterness of defeat, and Hitler saw to it that the cup of misery and humiliation was filled to overflowing. Just before the final capitulation of France as a military power Mussolini deemed the moment opportune for intervention, and in the streets of Mentone his troops won what he, at least, described as "a great and glorious victory." The armistice signed with Italy at Rome brought the main fighting in France to a close, but for some days yet isolated forts in the Maginot Line continued to thunder against the enemy.

France's collapse left Britain standing alone, and Hitler may well have expected her to give up the unequal struggle. Perhaps it was for that reason that he did not order his forces to the immediate assault of the British fortress, before the men back from Dunkirk had been reorganized and re-equipped. More likely, however, the Fuehrer was obliged

to wait until his own troops had recovered from the fury of the French campaign. For weeks yet they licked their wounds.

The respite was made good use of. Britain herself was put into a good state of defence, and every effort was made to speed up the production of the munitions of war. The Home Guard grew from strength to strength, and armies of young men received instruction from the veterans of Dunkirk. The Civil Defence services were brought to a high

**Extra Blatt**  
**Berliner Lokal-Anzeiger**

**Pétain erklärt:**  
**Frankreich muß Waffen**  
**niederlegen**

**Zusammenkunft Südrer-Duce**

DNB Führerhauptquartier, 17. Juni, 16.44 Uhr.  
Der Ministerpräsident der neugebildeten französischen Regierung, Marshall Pétain, hat in einer Rundfunkansprache an das französische Volk erklärt, daß Frankreich nunmehr die Waffen niederlegen müsse. Er wies dabei hin auf einen von ihm bereits unternommenen Schritt, die Reichsregierung von diesem Entschluß in Kenntnis zu setzen und die Bedingungen zu erfahren, unter denen das Deutsche Reich bereit sei, den französischen Wünschen zu entsprechen.

Der Führer wird den Königlich-Italienischen Ministerpräsidenten Benito Mussolini zu einer Aussprache treffen, in der die Haltung der beiden Staaten überprüft werden soll.

#### THE WORST OF A BAD YEAR

A special edition of the 'Berliner-Lokal-Anzeiger' was issued for this announcement "from the Fuehrer's headquarters."

**PETAIN DECLARES**  
**FRANCE MUST LAY DOWN HER ARMS**  
The Führer and the Duce Confer  
G.H.Q. June 17, 4.44 p.m.

The Prime Minister of the newly formed French Government, Marshal Pétain, has declared, in a broadcast to the French people, that France must lay down her arms. He referred to the steps already taken by him to apprise the Reichs government of this decision and to the conditions under which the German Reich is prepared to meet the French wishes.

The Führer will hold a conference with the Prime Minister of the Kingdom of Italy, Benito Mussolini, at which the attitude to be adopted by both states will be considered.

state of efficiency, stimulated by the Nazi bombing raids which were now of ever more frequent occurrence. But abroad the situation was filled with menace. The defeatism of France had immensely increased Britain's danger, and it was desperation that dictated the attacks on the French warships at Oran and Dakar; if Hitler had managed to secure the French Navy, then Britain's dominions over the sea might have been more than threatened. Farther afield

the policy was one of withdrawal, of waiting and preparing to fight the better another day. Garrisons at Kassala and Gallabat on the Sudan-Abyssinian frontier were withdrawn before Italian pressure; likewise at Moyale, facing Kenya. Then in August there was a brief campaign in Somaliland which resulted in the abandonment of the British colony to the enemy. Militarily, these withdrawals were of little consequence, but they could not but have a detrimental effect on our prestige.

On the continent of Europe Hitler now strutted as the greatest conqueror of all time. And not without reason, be it admitted, when we remember that in a brief twelvemonth Poland had been conquered, Norway overrun, Denmark seized, Holland subjugated, Belgium crushed, France flung on the altar of sacrifice. Only Britain now stood out against the triumphant Fuehrer. So, as the first year of war drew to its close, against Britain he discharged his fleets of bombers and fighters, while along the 2,000 miles of coast from the North Cape to the Pyrenees he plotted and prepared for that invasion which he confidently predicted would soon bring Britain to her knees. Alone she stood against a continent in arms; and yet not alone, for behind and beside her were grouped the mighty nations of the English-speaking world. Canada and Australia, New Zealand and South Africa, India and the scattered colonies and islands—all intensified their war effort.

The countries which had been overrun—they also contributed to the combined effort: Polish sailors sailed with our fleets, Polish and Czech airmen fought the foe in Britain's skies, the Dutch and Norwegian mercantile marines joined our own, and the vast tropical wealth of the Dutch and Belgian colonies was flung into the scale on our side. Then America had already left neutrality far behind and was realizing that Britain was fighting not only her own battle but America's too.

So at the end of the first year Britain was indomitable. There was never a false note in her trumpet-blast of defiance. "We stand on the road to victory," said Mr. Churchill in his magnificent oration in the House of Commons on August 20, and "we mean to reach our journey's end."

#### British Casualties in the First Year

	France	Norway
Troops sent (June, 1940) ...	437,000	23,800
Prisoners of War ...	40,000	950
Killed ...	13,000	250
Returned (including wounded) ...	384,000	22,600

From figures given in the House of Commons by the Financial Secretary to the War Office, May 15, 1941.





#### WARSHIPS HAVE FIERCE ENEMIES ALOFT

Aircraft are over this British destroyer "somewhere at sea" in the autumn of 1940, with the crew at "action stations" at a quick-firing A.A. gun. The close attention paid to anti-aircraft protection of the modern warship is shown by the considerable A.A. armament that even destroyers carry. Apart from purely naval incidents, destroyers are continuously employed on arduous convoy work, protecting supply and other ships from enemies who strike suddenly from below and above the seas.

*Photo, British Official: Crown Copyright*

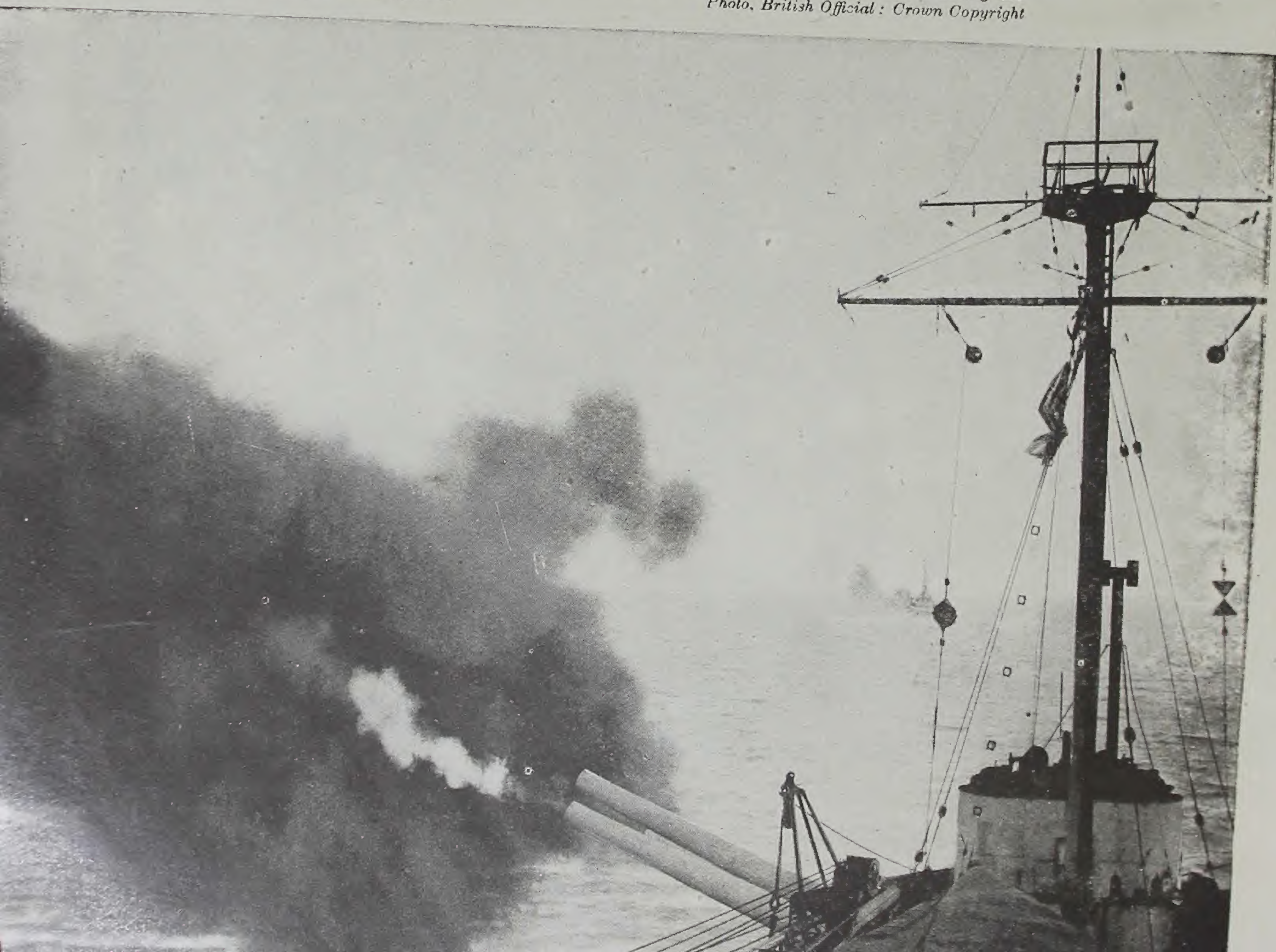




### CAPUZZO AND BARDIA BOMBARDED BEFORE GRAZIANI ADVANCED

The threat of an Italian invasion of Egypt was constantly in the minds of the naval authorities, and in one of the many sweeps of August and September, 1940, Fort Capuzzo and Bardia, later to become world-famous scenes of British land victories, were heavily bombarded. Above, H.M.S. 'Malaya,' a battleship of 31,100 tons (35,000 tons loaded), with another battleship and an attendant cruiser, steams to sea. Below, 15-in. battleship guns in action during the bombardment, which took place on August 17.

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